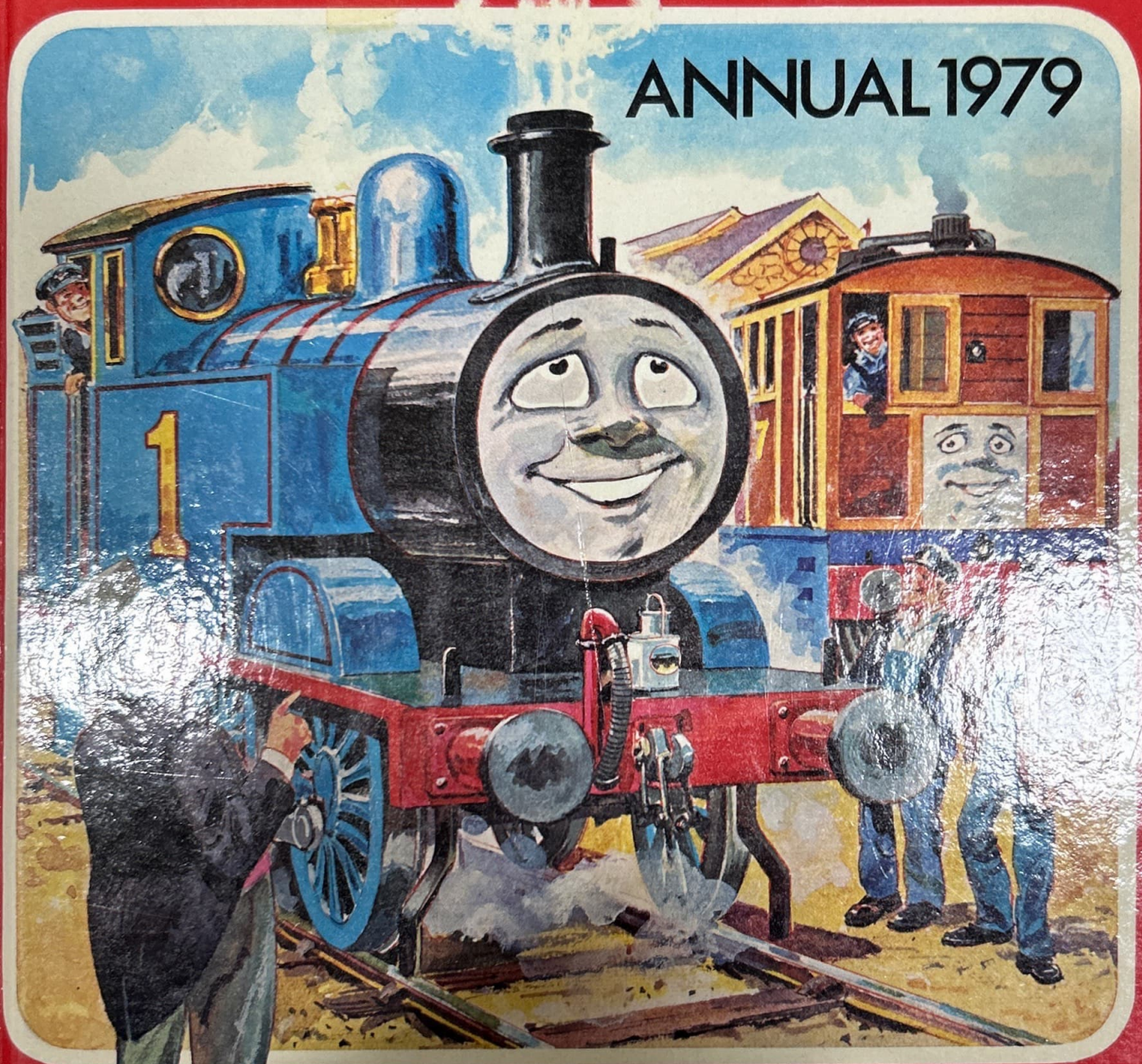
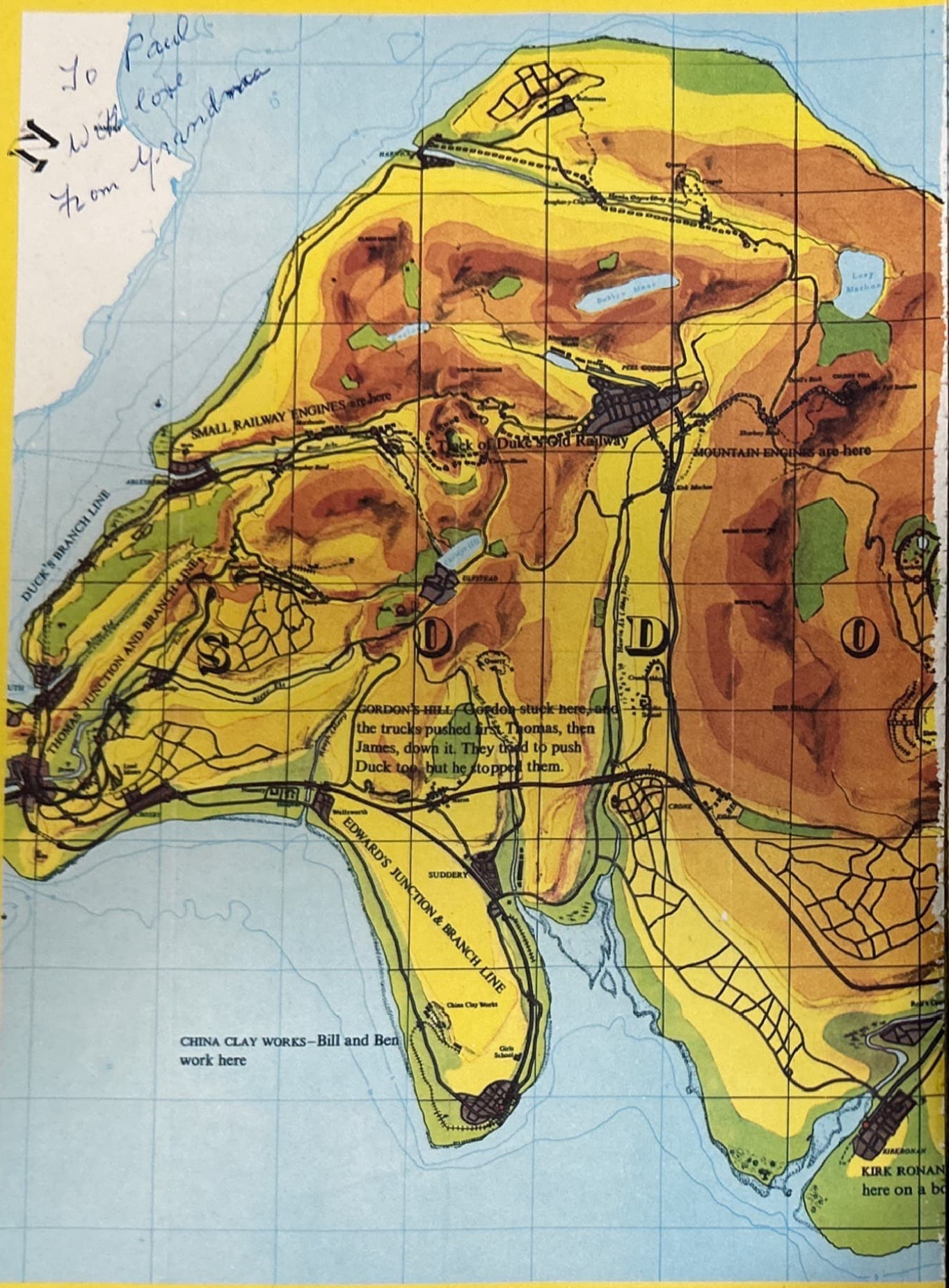
THOMAS THE TANK engine



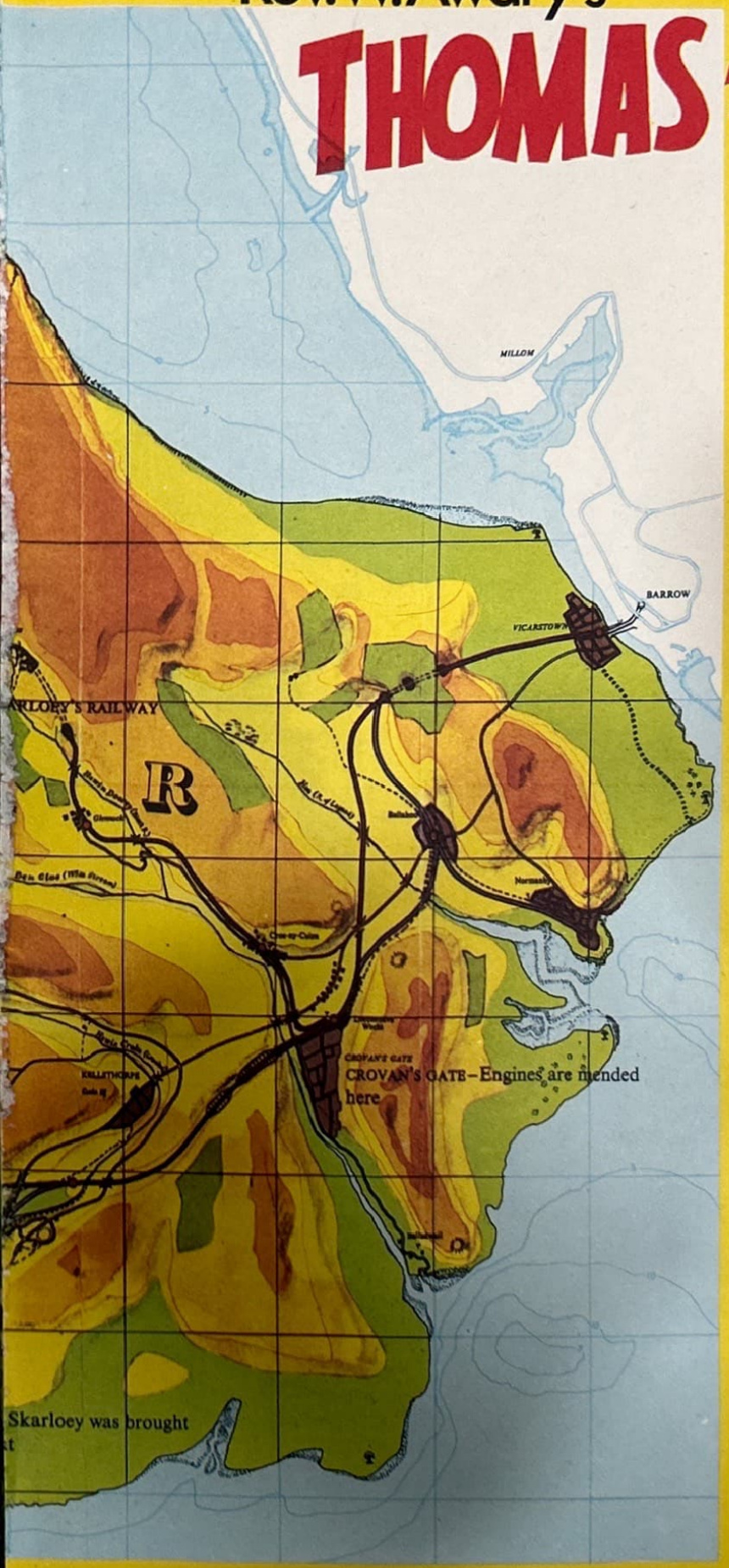
Based on
Rev. W. Awdry's famous engine
AUTHORISED EDITION


To Paul
With love
from Grandma
SMALL RAILWAY ENGINES are here
Track of Duke's Old Railway
MOUNTAIN ENGINES are here
DUCK'S BRANCH LINE
THOMAS' JUNCTION AND BRANCH LINE
GORDON'S HILL – Gordon stuck here, and the trucks pushed first Thomas, then James, down it. They tried to push Duck too, but he stopped them.
EDWARD'S JUNCTION & BRANCH LINE
SUDDERY
CHINA CLAY WORKS – Bill and Ben work here
KIRK RONAN
here on a bo

Rev. W. Awdry's

THOMAS THE TANK engine

ANNUAL 1979



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Illustrated by
EDGAR HODGES

We would like to thank the railway preservation societies and railway modelling companies for their kind help in compiling this annual

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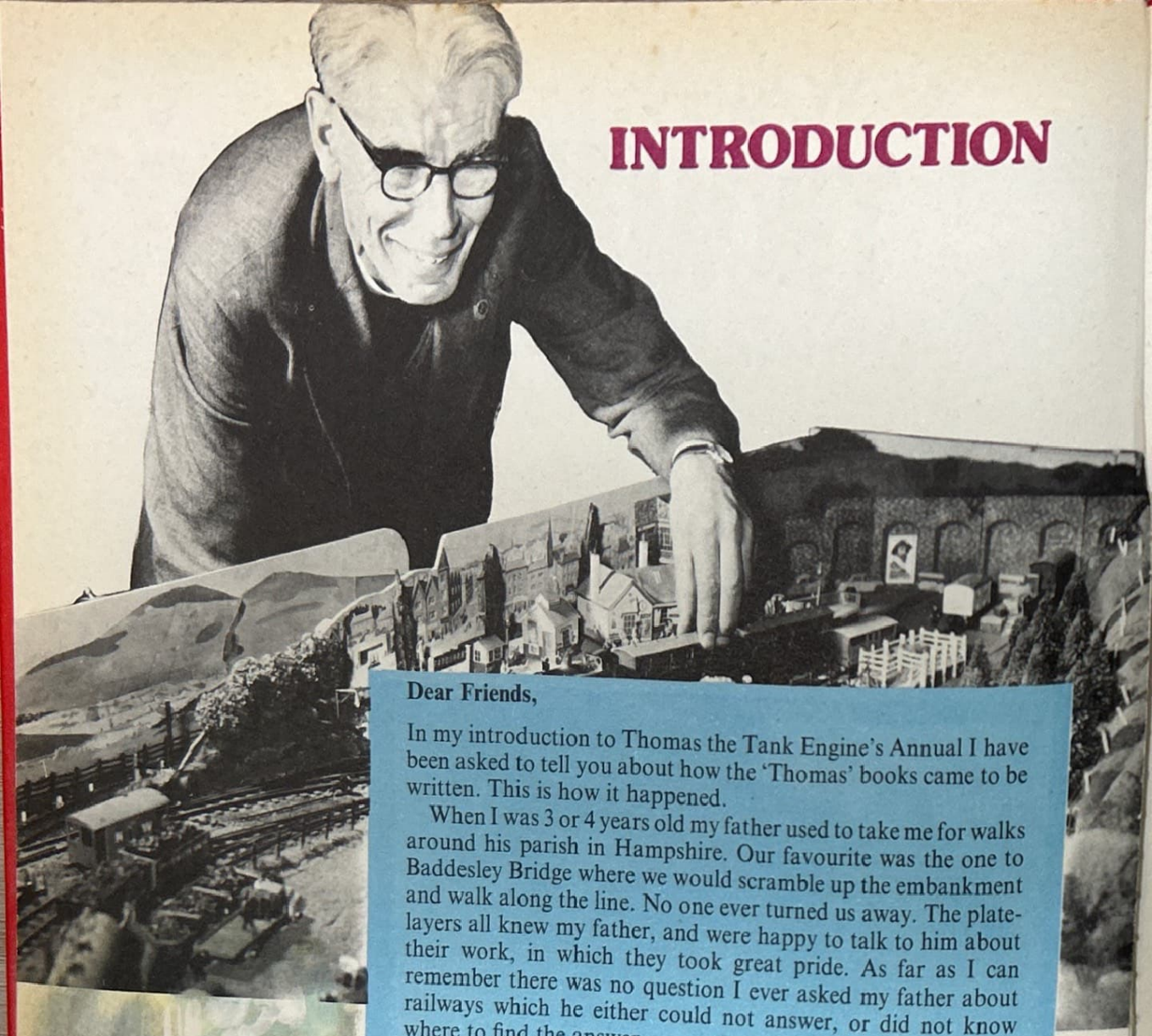
INTRODUCTION



Dear Friends,

In my introduction to Thomas the Tank Engine's Annual I have been asked to tell you about how the 'Thomas' books came to be written. This is how it happened.

When I was 3 or 4 years old my father used to take me for walks around his parish in Hampshire. Our favourite was the one to Baddesley Bridge where we would scramble up the embankment and walk along the line. No one ever turned us away. The plate-layers all knew my father, and were happy to talk to him about their work, in which they took great pride. As far as I can remember there was no question I ever asked my father about railways which he either could not answer, or did not know where to find the answer.

He retired in 1916. We left Hampshire and settled at Box in Wiltshire. Our house was near the Great Western main line which here climbs for 2 miles at 1 in 100. A tank engine was kept at Box station, part of whose duties was to help goods trains up the incline. Lying in bed at night I would hear both engines snorting up the grade, and imagine in their puffings and pantings the conversation they were having with each other. I had no doubt at all that steam engines had personalities.

Many years later in 1943, when I was curate at King's Norton, Birmingham, my three-year-old son caught measles and had to be amused. I told him stories about engines which had to be made up on the spur of the moment, and drew on my childhood memories to do it. Edward's Day Out, The Sad Story of Henry, and Edward and Gordon were told over and over again. The wordage became fixed, and my son allowed no deviation! I wrote the stories down in pencil on scraps of paper for family use. I had no thought of getting them published.

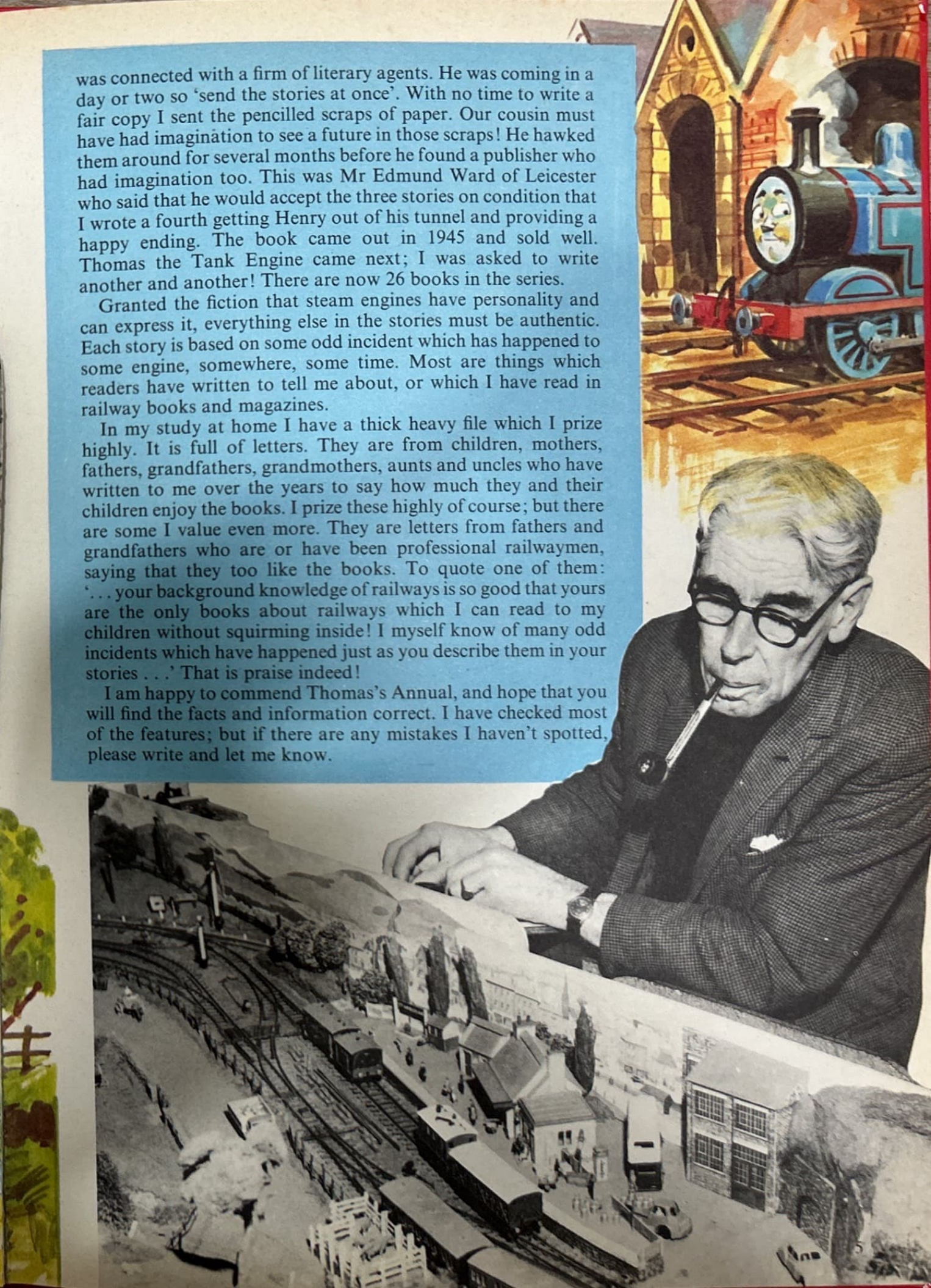
Mrs Awdry thought otherwise. She kept telling me to do something about it, but could not say what! She told my mother about them. My mother had an idea. She wrote back saying that she was expecting a visit from a distant cousin whom she thought

was connected with a firm of literary agents. He was coming in a day or two so 'send the stories at once'. With no time to write a fair copy I sent the pencilled scraps of paper. Our cousin must have had imagination to see a future in those scraps! He hawked them around for several months before he found a publisher who had imagination too. This was Mr Edmund Ward of Leicester who said that he would accept the three stories on condition that I wrote a fourth getting Henry out of his tunnel and providing a happy ending. The book came out in 1945 and sold well. Thomas the Tank Engine came next; I was asked to write another and another! There are now 26 books in the series.

Granted the fiction that steam engines have personality and can express it, everything else in the stories must be authentic. Each story is based on some odd incident which has happened to some engine, somewhere, some time. Most are things which readers have written to tell me about, or which I have read in railway books and magazines.

In my study at home I have a thick heavy file which I prize highly. It is full of letters. They are from children, mothers, fathers, grandfathers, grandmothers, aunts and uncles who have written to me over the years to say how much they and their children enjoy the books. I prize these highly of course; but there are some I value even more. They are letters from fathers and grandfathers who are or have been professional railwaymen, saying that they too like the books. To quote one of them: '. . . your background knowledge of railways is so good that yours are the only books about railways which I can read to my children without squirming inside! I myself know of many odd incidents which have happened just as you describe them in your stories . . .' That is praise indeed!

I am happy to commend Thomas's Annual, and hope that you will find the facts and information correct. I have checked most of the features; but if there are any mistakes I haven't spotted, please write and let me know.

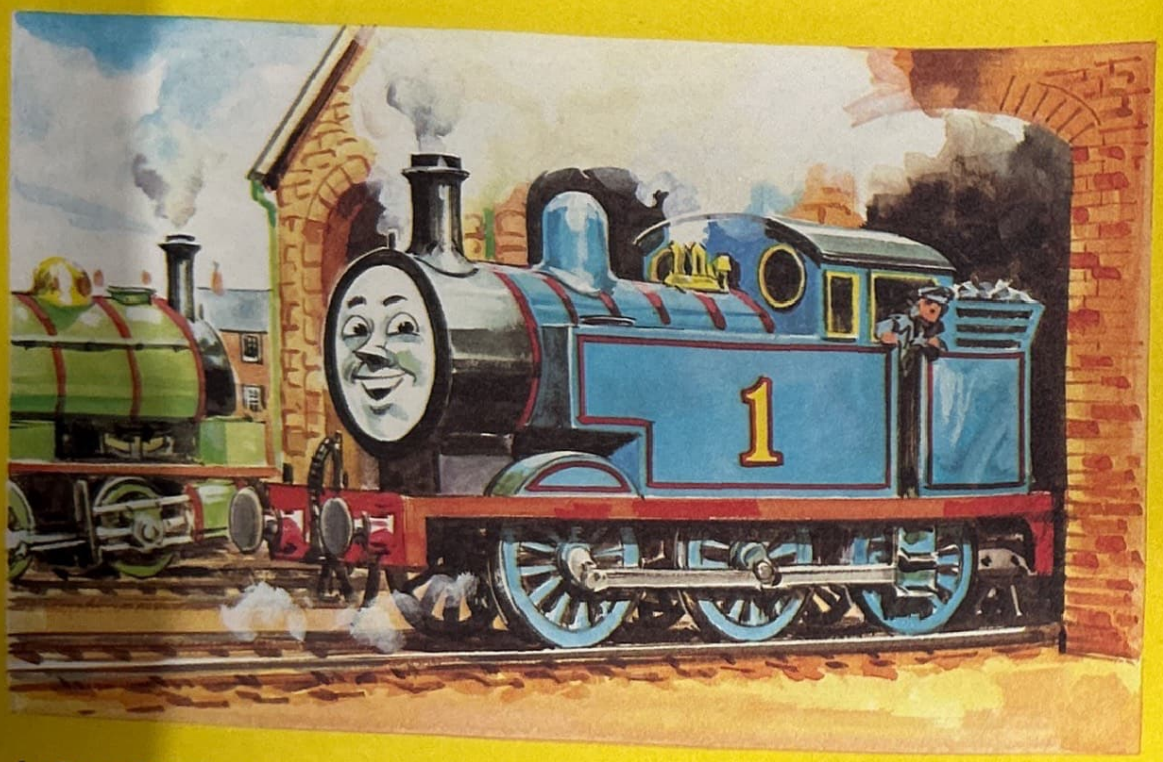


MEET THOMAS

Thomas the Tank Engine is a cheerful character, always ready to work hard and be a Really Useful Engine. You're sure to recognise him. He has six small wheels, a short stumpy funnel, a short stumpy boiler, and a short stumpy dome.

Thomas lived at first at a Big Station, and spent his time pulling coaches to and fro. He pulled them to the station ready for the other engines to take them out, and when trains came in, and the passengers had all gone, he pulled the empty coaches away, while the big engines rested after their long journeys.

In those days Thomas was a cheeky little engine, and he always thought that none of the other engines worked as hard as he did. He loved playing tricks, and very often he would come up quietly beside a big engine who was dozing in the sidings, and whistle, "*Peep, peep, peep, pip, peep!*" That would startle the big engine, and Thomas would laugh rudely and run away.



A SURPRISE JOURNEY

One day Thomas found out what it was like to be on the receiving end of a 'surprise'.

He had woken up late that morning, and he was behind time when he started to push his coaches into the station for the express. Almost before they had stopped moving, Gordon, who was to pull the express, came out of his siding and was coupled to the train. The passengers got in, and the express was ready to start.

Thomas waited at the back. He usually gave the trains a bit of a push to help them out of the station. But he was always uncoupled first, so that he could stop and go back as soon as the train had picked up speed. This morning, though, in all the rush, they all forgot to uncouple him.

Gordon set off, and the train went faster and faster. Thomas tried to stop, but of course he couldn't. Through the countryside they raced, with poor Thomas clinging on behind and going faster then he had ever gone before. He was quite out of breath

and his wheels hurt, but there was nothing he could do.

At last the train stopped. Everyone laughed to see Thomas puffing and panting at the back of the train. He had to have a good long rest and plenty to drink before he felt better.

That surprise journey certainly taught Thomas a lesson about saying that he worked just as hard as the big engines!

ANOTHER UNUSUAL TRIP

Soon after his surprise journey Thomas had another unpleasant experience.

One day when Henry the engine was ill, Thomas had to take his place. That meant pulling his first train!

Thomas was excited. He raced round to the front of the coaches and waited impatiently to start. He couldn't think of anything but setting off, and he wasn't listening to a word his Driver said.

No one really knows quite what happened next. Perhaps they forgot to couple Thomas to the train, perhaps Thomas was too impatient to wait until he was told to go, or perhaps his driver pulled the lever by mistake.

But whatever it was, off set Thomas at a cracking pace. And yes, you'll have guessed —he left the train behind him!

Thomas chugged on. People were waving and shouting at him, but he felt sure they were just congratulating him on being such a splendid engine. He couldn't help thinking how easy it was to pull a train—and he put that down to his superior strength!

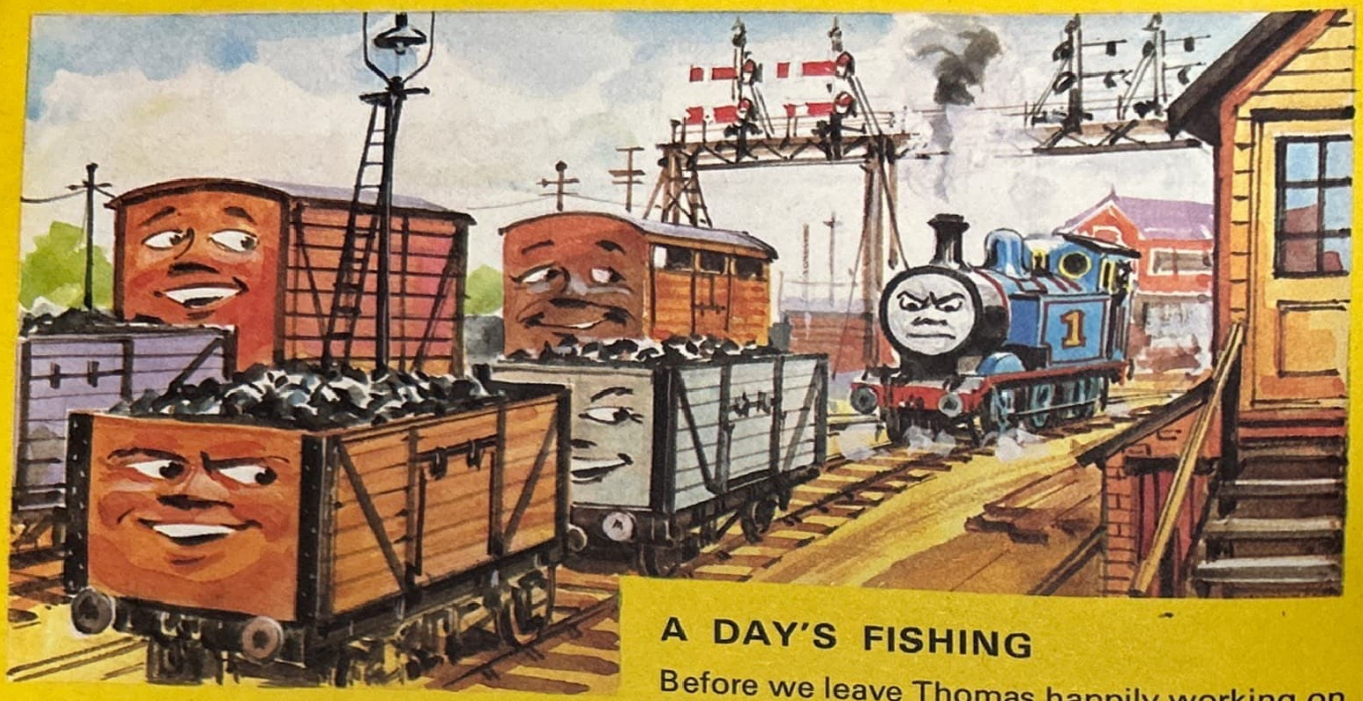
On and on he went, thoroughly enjoying himself. Then at last he came to a signal on 'Danger' and he knew that he must stop. One of the signalmen ran up and asked him what he was doing.

"I'm pulling a train," said Thomas proudly. "Can't you *see*?"

But of course the signalman could not see, and he had to explain to Thomas that he had made a slight mistake! Poor Thomas!

There was a happy ending, however, because Thomas and his Driver went back to the station, and when the passengers saw how sad Thomas was they couldn't be cross with him, and soon he was coupled firmly to the train.

And then he really did pull it—and very well too!



THOMAS'S BRANCH LINE

It would take too long here to tell you all about Thomas's progress as an engine, and how he came to get a Branch Line all to himself. He learnt how to manage mischievous trucks, and he took the breakdown train to help James, who ran off the line. All those things impressed the Fat Director, and he told Thomas that at last he was a Really Useful Engine, and deserved his own branch line.

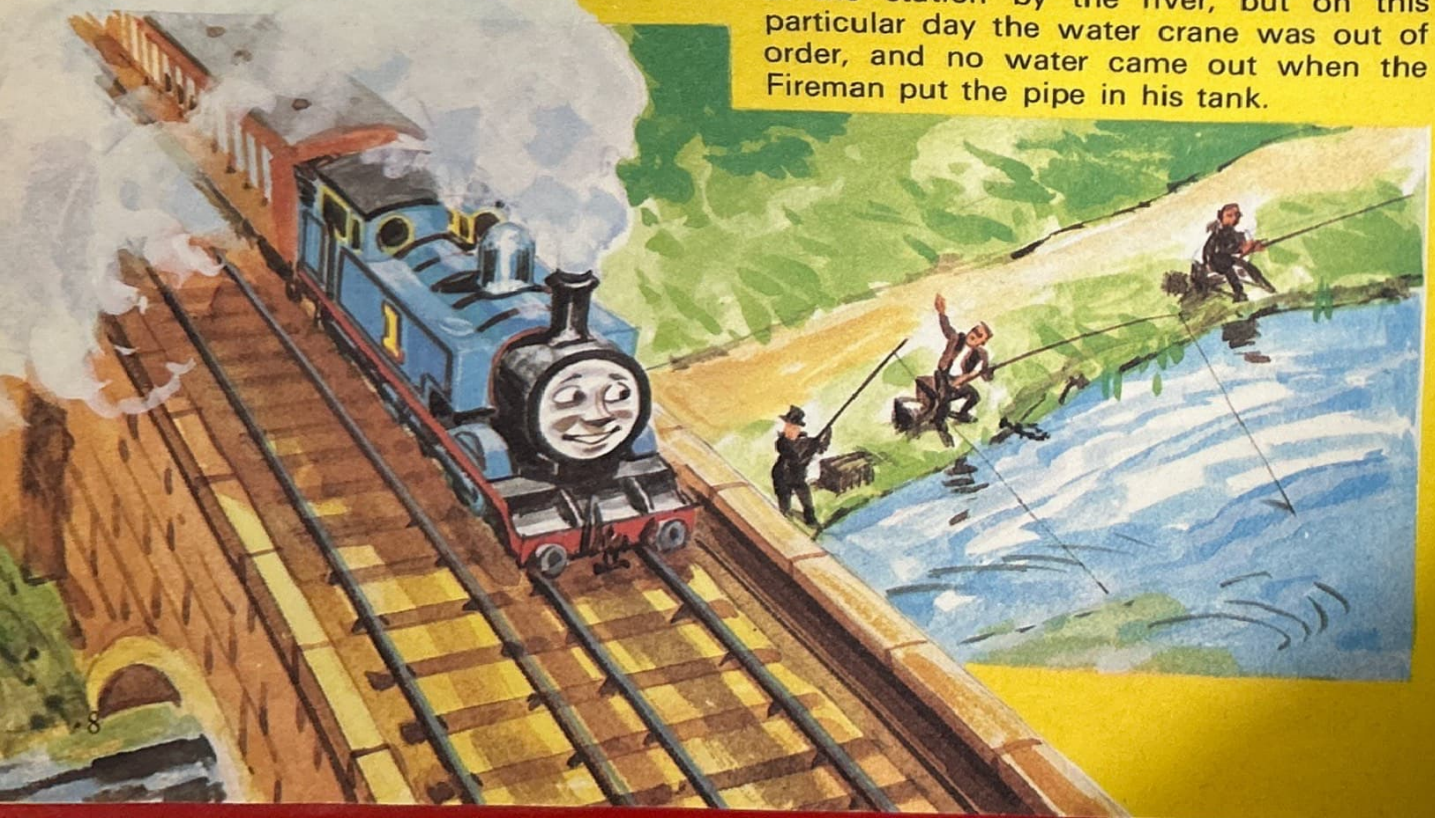
Thomas was very happy and very proud.

A DAY'S FISHING

Before we leave Thomas happily working on his branch line, there's just one more story which we must tell again. It concerns the day when Thomas was involved with a rather unusual fishing expedition.

Thomas's branch line has a station by a river, and whenever Thomas rumbled over the bridge he would look down and see people fishing. He longed to stop and watch them, or better still to do some fishing himself. But his Driver always hurried him on, saying that they would be late if they stopped.

Now Thomas usually had to take in water at the station by the river, but on this particular day the water crane was out of order, and no water came out when the Fireman put the pipe in his tank.

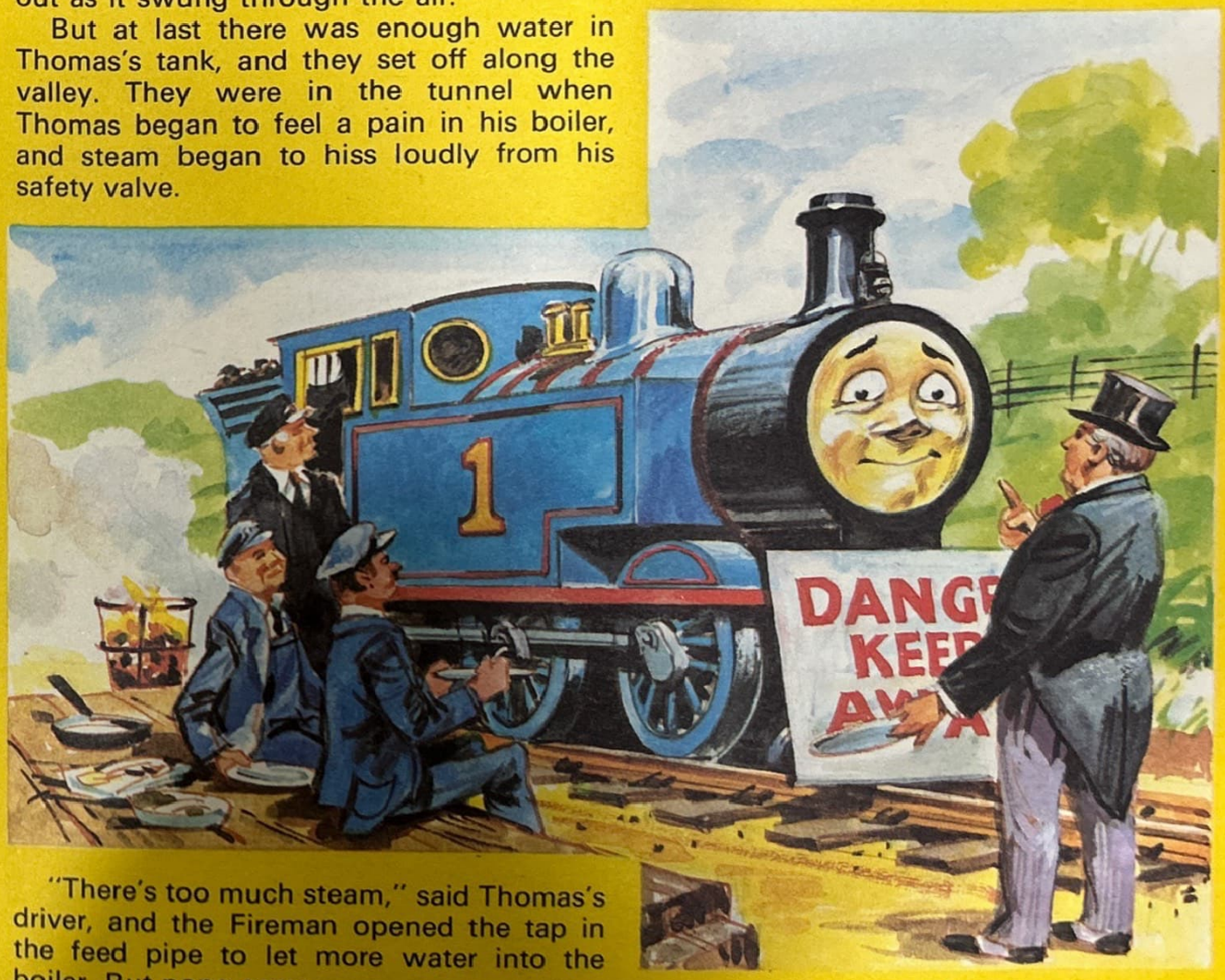


"Bother!" said Thomas, "I am thirsty."

"Never mind," said his Driver, "we'll get some water from the river."

They went to the bridge, and Thomas's Driver found a bucket, which he tied to a length of rope. Then the Driver began lowering the bucket into the river, and emptying the water into Thomas's tank. It was a long job, because the bucket had no less than five holes in it, and the water kept running out as it swung through the air.

But at last there was enough water in Thomas's tank, and they set off along the valley. They were in the tunnel when Thomas began to feel a pain in his boiler, and steam began to hiss loudly from his safety valve.



"There's too much steam," said Thomas's driver, and the Fireman opened the tap in the feed pipe to let more water into the boiler. But none came.

"Oh dear," groaned Thomas, "I'm going to burst!"

They damped down his fire, and he struggled on to the station, feeling very uncomfortable indeed. Then they uncoupled his coaches and ran him onto a siding, right out of the way. He was hissing fit to burst.

The Guard telephoned for an Engine Inspector, and the Driver wrote out large notices which he hung on Thomas in front and behind, saying: "DANGER! KEEP AWAY!"

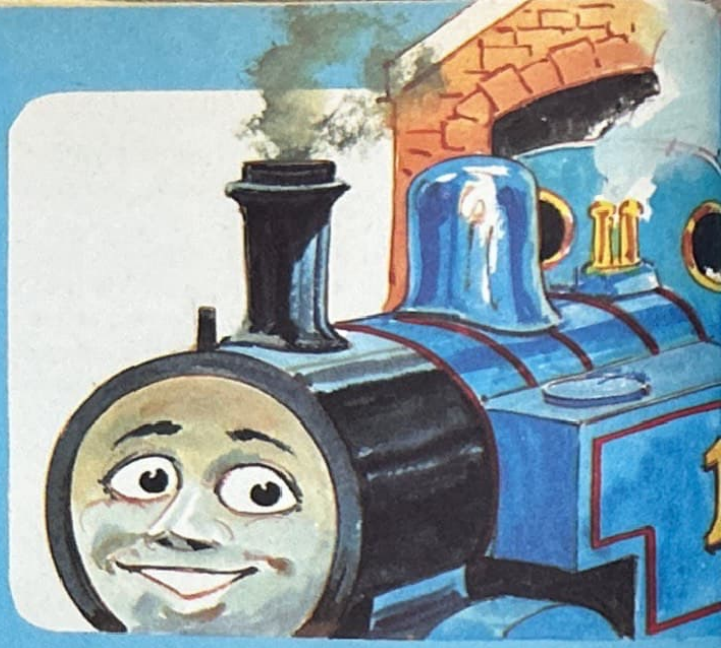
Soon the Inspector and the Fat Controller arrived, and they looked in Thomas's tank to find out why the feed pipe was blocked. And what do you think they saw there? Have you guessed?

They saw fish! Thomas's feed pipe was blocked with fish! They must have scooped them up by mistake when they took the water from the river. Now, can you guess how they got them out?

They *fished* them out, that's how! Thomas's Driver and the Fireman climbed up onto Thomas and fished out all the fish. Then the Stationmaster gave them some potatoes, the Driver borrowed a frying pan, the Fireman made a fire, and they cooked a delicious picnic supper for themselves.

And that was the end of Thomas's unusual fishing expedition. Since that day, no one has ever heard him say he'd like to go fishing again. He's found out that fish just don't suit him!

FRIENDS OF THOMAS



Thomas the Tank Engine has lots of friends among the other engines, but he has many human friends too. Here are some of them:

THE FAT CONTROLLER

As you might guess, the Fat Controller got his nickname because of his shape! His real name is Sir Topham Hatt, and he is in charge of the main railway on the island of Sodor. It is his job to see that all the problems of the railway are solved, and when there is trouble he is sent for.

He decides when the engines need a new coat of paint or a new job, and sometimes he buys new engines to help the others. It was the Fat Controller who had turntables built so that the big engines could be turned round, and it was he who rescued Toby and Henrietta when their line closed down, giving them a job on Thomas's Branch Line.

Sometimes he has to be stern with the engines as they are inclined to get unruly and impatient now and again, but most of the time he is kind and friendly.

He once arranged for eight of his famous engines to go to London so that all their fans could see them, and another time he had the honour of welcoming the Queen when she visited the railway.

THE THIN CONTROLLER

Although the little Railway that runs to Skarloey and Rheneas is owned by Sir Handel Brown, it is the Thin Controller who manages the railway. His real name is Mr Peter Sam, and one of the little engines is named after him.

Like the Fat Controller, he has to keep the engines in order and see to the running of the railway. When the railway was in difficulties he had to work as a guard while Mr Hugh, who services the engines, worked as driver and fireman. He had to help Mr Hugh mend the engines too. But fortunately business improved, and now the little railway is very popular with tourists.

Two of the little engines, Skarloey and Rheneas, are very old, and when it was their one hundredth birthday, the Thin Controller organised a big celebration and a real Duke came to visit the railway.

DRIVERS, FIREMEN AND GUARDS

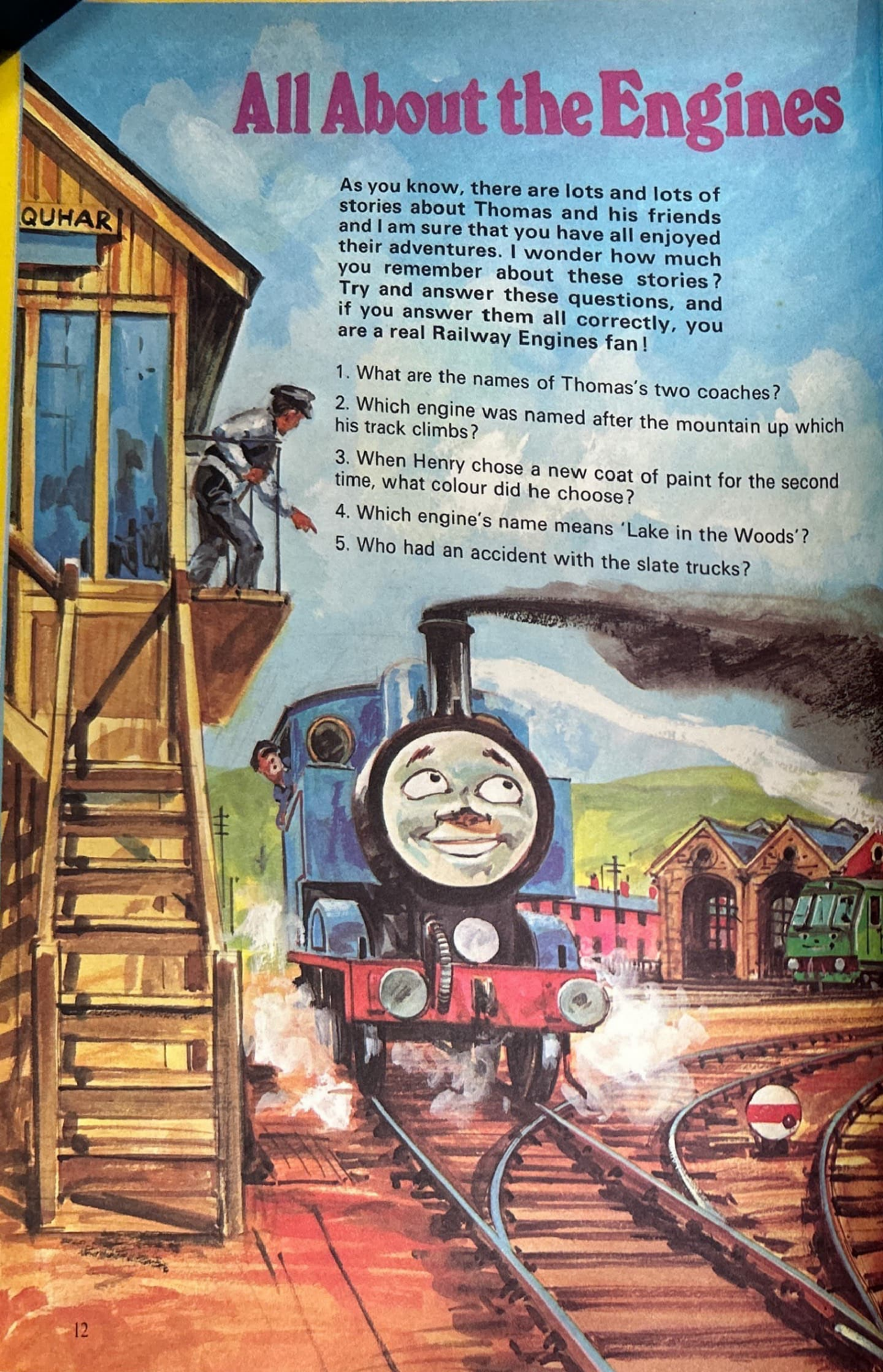
Although the engines don't like to admit it, without their Drivers, Firemen and Guards they couldn't run at all! The Driver controls the train, while the Fireman keeps the fire going and the boiler supplied with water so that there is always plenty of steam. The Guard rides at the back of the train and he has a whistle and two flags: one green and one red. It is his job to look after the passengers and their luggage and give the Driver the signal to start at every station when everybody has got on.

STATION MASTERS

The Station Masters attend to the day-to-day running of their stations, and report whether the trains are running on time. Sometimes, when there is trouble or an accident, they have to send for the Fat Controller.

They always live near the railway. One morning the station master at Ffarquhar had a nasty shock when Thomas the Tank Engine ran into the side of the house just as he and his family were eating their breakfast!

All About the Engines



As you know, there are lots and lots of stories about Thomas and his friends and I am sure that you have all enjoyed their adventures. I wonder how much you remember about these stories? Try and answer these questions, and if you answer them all correctly, you are a real Railway Engines fan!

1. What are the names of Thomas's two coaches?
2. Which engine was named after the mountain up which his track climbs?
3. When Henry chose a new coat of paint for the second time, what colour did he choose?
4. Which engine's name means 'Lake in the Woods'?
5. Who had an accident with the slate trucks?

6. Which coach has cushions for her first-class passengers?

7. Which engine was held up by a bull?

8. Which red engine is rather conceited?

9. Which famous engine had two tenders? Henry was jealous of him.

10. Which engines were given the numbers 9 and 10?

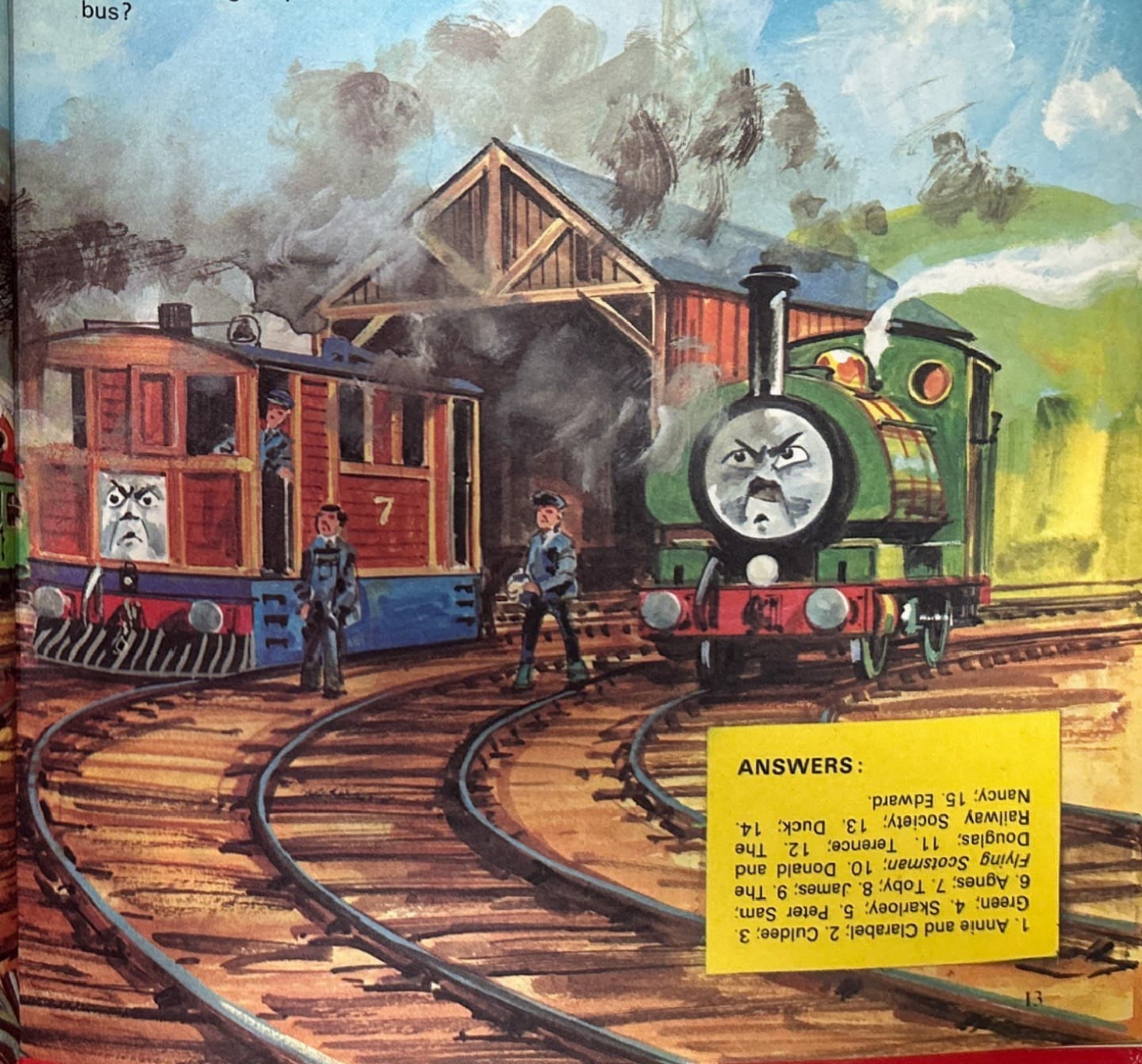
11. What was the name of Thomas's tractor friend?

12. To whom did the 'City of Truro' engine belong?

13. Which engine always believed in doing things 'the Great Western Way'?

14. What is the name of the girl who polishes the Little Engines?

15. Which engine pulled a train which was chased by a bus?



ANSWERS:

1. Annie and Clarabel; 2. Culdee; 3. Green; 4. Skarloey; 5. Peter Sam; 6. Agnes; 7. Toby; 8. James; 9. The *Flying Scotsman*; 10. Donald and Douglas; 11. Terence; 12. The Railway Society; 13. Duck; 14. Nancy; 15. Edward.

Rev. W. Awdry unveils Thomas Junior at the in auguration ceremony.

LET'S VISIT...

Beer Heights Light Railway

Beer Heights Light Railway in Devon has a special place in *Thomas the Tank Engine Annual* because it was opened by the Rev. W. Awdry himself, on July 14th 1975.

All the local schoolchildren were given a special day's holiday to attend the opening ceremony, and hundreds of holidaymakers and railway enthusiasts gathered at the railway to enjoy the day's events. The highspot came when Rev. W. Awdry lifted a scarlet

cloth from the boiler and name plate of the railway's No. 2 locomotive, to reveal—Thomas Junior!

Thomas Junior was suitably bedecked for the occasion with a smiling face, and he soon got up speed for the inaugural run. With Rev. W. Awdry at the controls he whistled his way through a ceremonial blue tape, and then off he chugged along the line from Much Natter Station and across Upsan Downs.

Since that exciting first day, the railway has proved to be a great attraction to visitors, and the original line has been extended. There are wonderful views as you ride along, and passengers love to look out across the

Rev. W. Awdry signs copies of his latest book for enthusiastic local children.

Here is Thomas Junior as visitors usually see him—without his special opening day 'face'.

Thomas Junior in full steam.

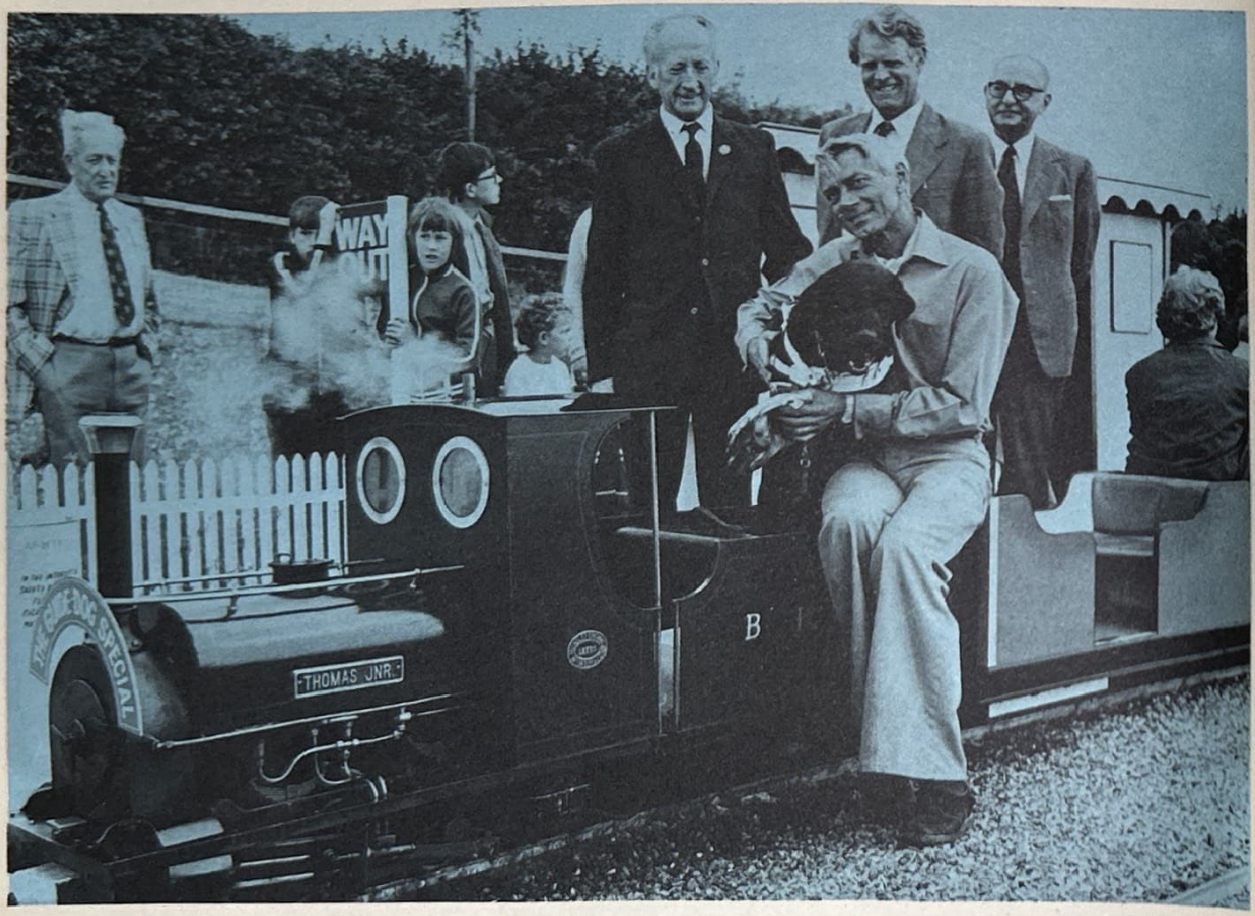
sparkling waters of Lyme Bay. On clear days you can even see as far as the Isle of Portland, some 30 miles away.

Much Natter Halt is a typical country halt station in miniature, and has been painted in keeping with the colour scheme used by the late Great Western Railway.

Thomas Junior is a scale model steam locomotive, and he was built by Richards Engineering of North Wales. He is painted in an attractive green livery with red lining, and his 'face', of course, was only added for the opening day.

Beer Heights Light Railway is an ideal place for a day's visit in the summertime. It is at the Peco factory, and if you do go along, you'll be able to spend some time in the Modelrama exhibition, which you can read about elsewhere in this annual.

All photos by courtesy of Railway Modeller magazine.



Each year Peco hold a special charity day when all the takings of the Modelrama and Railway are given to charity. This photograph was taken on a day devoted to the Guide Dogs for the Blind Association, when the first train out of Much Natter Halt had a very special passenger. It was Lucy, the guide dog who works as the 'eyes' of Mr Ernest Raw. In our photograph Lucy is held by driver John Webb. Her master stands behind, with Mr Dick Richards, of the Association, and Mr S. C. Pritchard, managing director of Peco.

CROSSED LINES

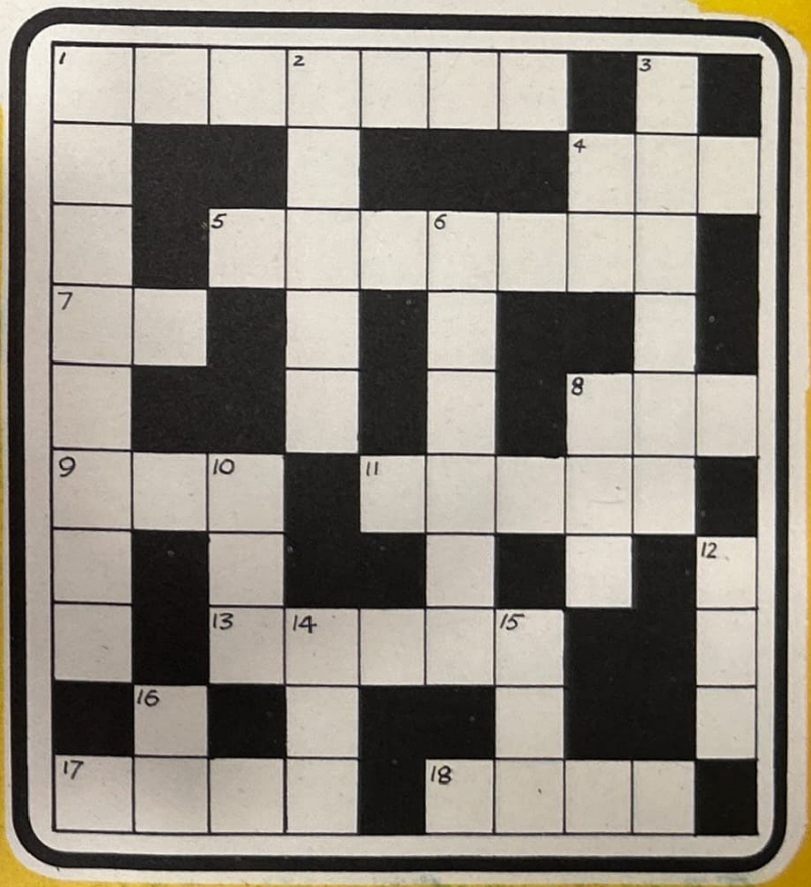
The Fat Controller has compiled a special crossword, all about the engines. See how many of the clues you can solve.

Across

1. The Bluebell engine (7)
4. See 9 across
5. Where engines take on passengers (7)
7. Royal Engineers (abbreviation) (2)
8. What we call a complete collection of anything (3)
9. and 4. across. – – – Spam – – – is what the other engines call Diesel 199 (3, 3)
11. Not large (5)
13. This engine shares her name with a common flower (5)
17. A grumpy, growly engine? (4)
18. An aristocratic engine (4)

Down

1. Solve the anagram to find the name of an engine: K Y A R L S O E (8)
2. – – – – – Sam (5)
3. See 12 down
4. Company (abbreviation) (2)
6. The Tank Engine (6)
8. – – – as a fox (3)
10. Father (3)
12. and 3. down. This engine was once known as Falcon (3, 6)
14. What we breathe (3)
15. Not me (3)
16. Not you (2)



Across:
1. Stepney; 4. Can; 5. Station; 7. RE; 8. Set; 9. Old; 11. Small; 13. Daisy; 17. Bear; 18. Duke

Down:
1. Skarloey; 2. Peter; 3. Handel; 4. CO; 6. Thomas; 8. Sly; 10. Dad; 12. Sir; 14. Air; 15. You; 16. Me

Mountain Railways

Culdee Fell, the steep rack railway on the Island of Sodor, is based on the Snowdon Mountain Railway in Wales. The engines which run on Culdee Fell are Culdee, Ernest, Wilfred, Patrick, Alaric and Eric, and you can read more about them in Rev. W. Awdry's book *Mountain Engines*.

WHAT IS A RACK RAILWAY?

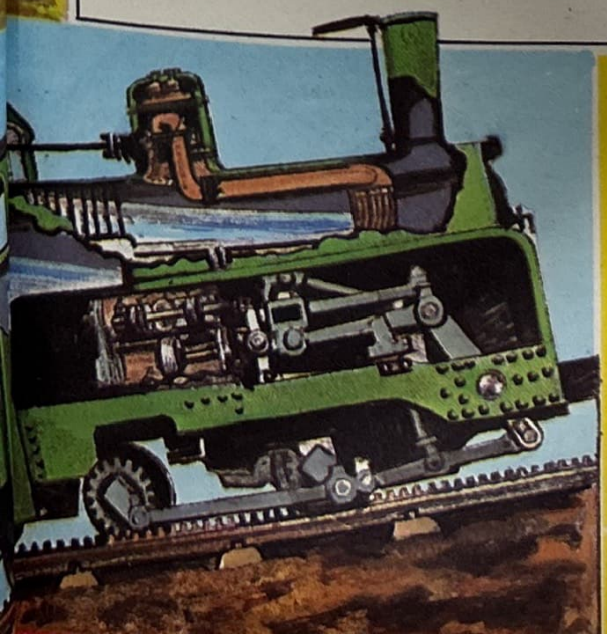
When Culdee stopped for a night on a siding near Skarloey's railway, on his way home after being mended in England, Skarloey was very surprised to hear that Culdee could climb mountains. He was sure that if *he* tried to do that his wheels would slip and he would just slide backwards.

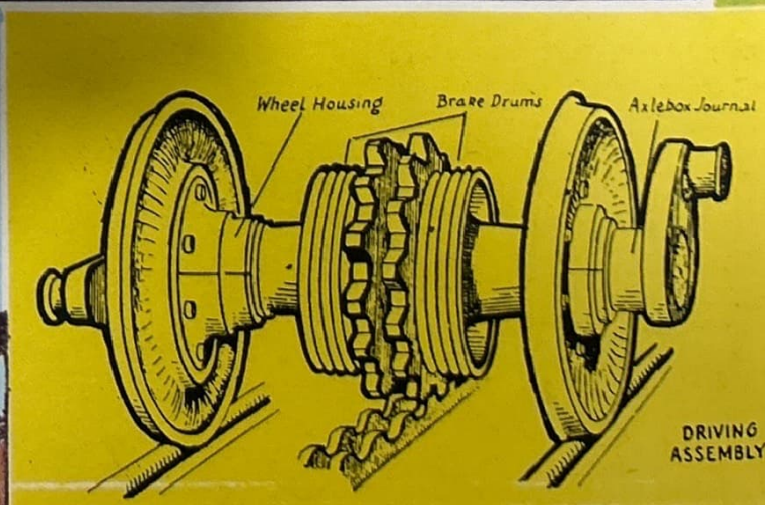
Culdee explained that he has pinion wheels on his driving axles, and that they have teeth, which fit into a rack rail. If that sounds complicated to you, have a look at our pictures, and you'll soon see just what Culdee meant. The Snowdon Mountain Railway is the only rack railway in Britain, so it's quite likely that you won't ever have seen one, unless you live in Wales, or have been there for a holiday.

ALL SORTS OF DANGERS

Culdee went on to tell Skarloey that mountain railway engines have to face all sorts of problems and dangers which other engines need never even consider. That is why their managers have to go to such a lot of trouble to make sure that they are safe.

Culdee told Skarloey about the time when he was tested on a very steep part of the line. A Railway Inspector came, and told Culdee's driver to take his brakes off. Culdee was a little alarmed as his wheels began to roll downhill, but he is a sensible engine, and soon remembered that he had his own automatic brakes, which he could put on without his driver's help. Culdee's two coaches breathed a sigh of relief as they came to a firm halt, and the Inspector was very pleased with him.



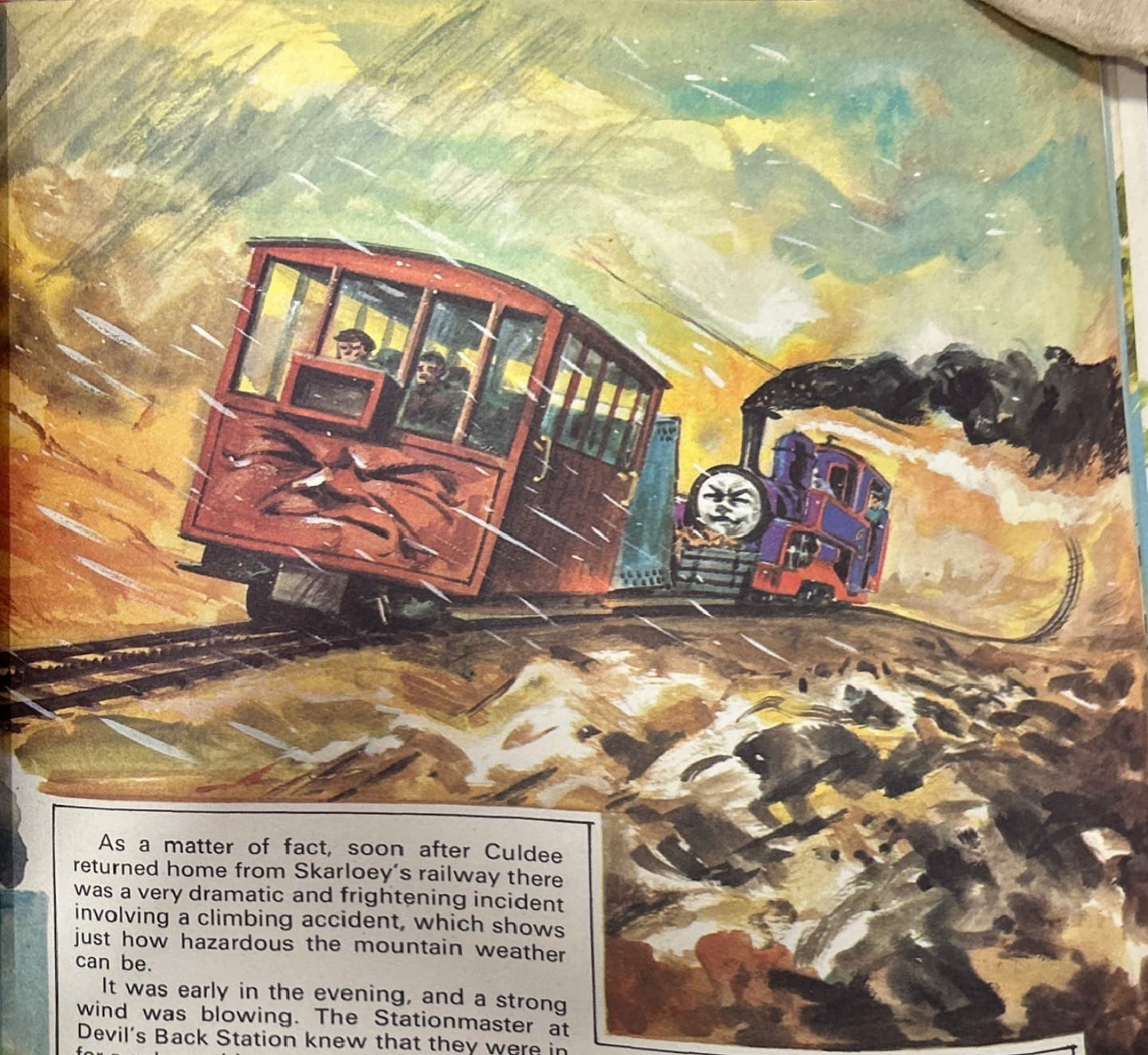


Misty conditions on Snowdon summit

WEATHER: CHANGEABLE

The engines on Snowdon have a $4\frac{5}{8}$-mile journey to the Summit, and they have to climb 3,140 feet. They need plenty of steam for that! On a fine day it is a beautiful journey, and the passengers enjoy some breathtaking views as the engines climb.

But the weather is notoriously changeable, especially at the Summit. The passengers can be at the Summit looking out over the glistening Menai Straits when all of a sudden, almost without warning, a thick cold cloud will envelop the top of the mountain, completely obscuring the wonderful view. The passengers can climb back into the warmth of the train and sit in comfort on the way down to Llanberis again, but for the many climbers and walkers who visit the mountain in the summer months, such sudden changes in the weather can be very dangerous.



As a matter of fact, soon after Culdee returned home from Skarloey's railway there was a very dramatic and frightening incident involving a climbing accident, which shows just how hazardous the mountain weather can be.

It was early in the evening, and a strong wind was blowing. The Stationmaster at Devil's Back Station knew that they were in for a gale, and he was very concerned when his telephone rang and he was told that some climbers were lost at the Summit.

The No. 6 engine, who had been called Sir Harry, but who had had his name plates removed as a punishment, had to battle through the icy cold gale to carry a doctor and a rescue team up the mountain. It was a terrifying journey for No. 6 and his Truck, but he knew that he had to make it, as everyone was relying on him to save the climbers.

And save them he did! He reached the Summit, the rescue team found the climbers, and the doctor attended to them on the return journey down the mountain.

The next morning the leader of the climbers went to the railway to say 'thank you' to everyone who had helped in the rescue. But he particularly wanted to thank No. 6. He told the brave engine that one of the climbers was called Patrick, and that they would all be very happy if No. 6 could be called Patrick too.

So that's why he was given his new name. Soon everyone knew the story of the exciting rescue, and he was very proud.

You can travel on the Snowdon Mountain Railway in the summer months, between Easter and the end of the first week in October.

A DIARY OF RAILWAY

There have been many landmarks in the fascinating story of the railways, and on these two pages we have picked out some of the most important from the 19th century. Later in the book you will find another Diary of Dates, this time from the beginning of the 20th century until the present day.

1803

On 26th July, the Surrey Iron Railway, the first public goods line in the world to be sanctioned by Parliament, was opened from Wandsworth to Croydon.

1804

The famous railway engineer, Trevithick, experimented successfully with steam locomotive traction on the Penydaran tramroad at Merthyr Tydfil.

1814

On 25th July, George Stephenson's first locomotive, *Blücher*, was introduced on the Killingworth Colliery wagonway.

1825

September 27th saw the ceremonial opening of the Stockton and Darlington Railway. The first train was hauled by Stephenson's locomotive, *Locomotion*.

1830

September 15th was both a happy and a sad day in the history of the railways. It was the day when the Liverpool and Manchester Railway was formally opened, becoming the first public railway in the world to be worked entirely by steam locomotion. But it was a sad day too. An M.P., William Huskisson, was run down by Stephenson's *Rocket*, and he died the same night.

DATES– 19th CENTURY

1836

The Festiniog Railway opened to carry slate traffic. It had a gauge of 1ft. 11½in., and became the first narrow gauge public railway in the world.

1842

On 13th June Queen Victoria made her first railway journey—from Slough to Paddington.

1857

Robert Forester Mushet made the first steel rail, which was laid experimentally at Derby Station, on the Midland Railway, early in the year. It remained in service until June 1873, and steel rails came into general use a few years later.

1863

On 10th January the first underground city railway in the world was opened, on the Metropolitan Railway, from Bishop's Road to Farringdon Street.

1873

First class sleeping cars were introduced on Scottish expresses to and from London on the East Coast route on 31st July, and on the West Coast route on 1st October.

1879

Dining-cars were introduced on the Great Northern Railway, London to Leeds service, on 1st November.

1883

The story of the railways took an important new turn when the pioneer electric railway in Britain was opened. This was the first section of Magnus Volk's Brighton electric railway. It was of 2 foot gauge and power was obtained from a dynamo driven by a two horsepower gas engine.

1890

On 18th December the City and South London Railway opened. This was the first underground electric railway in the world.

The Festiniog Railway

You may have read about *Duke* in one of the Rev. W. Awdry's books, Duke The Lost Engine, who was lost in his own shed for twenty-two years when a landslide buried it. But *Duke* was eventually dug out, mended, and after his own railway was dug up, he went to the Thin Controller's. *Duke* looks just like a real engine called *Prince*, who you can still see at the Festiniog Railway near Porthmadog in Wales.

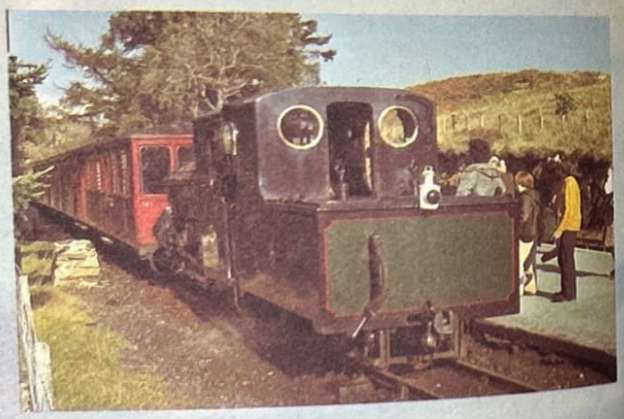
The Festiniog Railway used to be a very busy one, conveying slate the thirteen miles from its mountain terminus, Blaenau Festiniog, to Porthmadog. It was operated by gravity from 1836 to 1863, with horses hauling the empty wagons back to Blaenau. Locomotives were introduced in 1863, followed by a passenger service in 1865. *Prince* was one of the first locomotives to work the line. Built by George England in 1863, he worked on the line until it closed and, at the time of the last steam run to Blaenau, was in pieces in the erecting shop waiting to be fitted with a new boiler. *Princess*, built in the same year by the same maker, worked the last through steam train on the line on 1st August 1946.

Blanche leaving Porthmadog

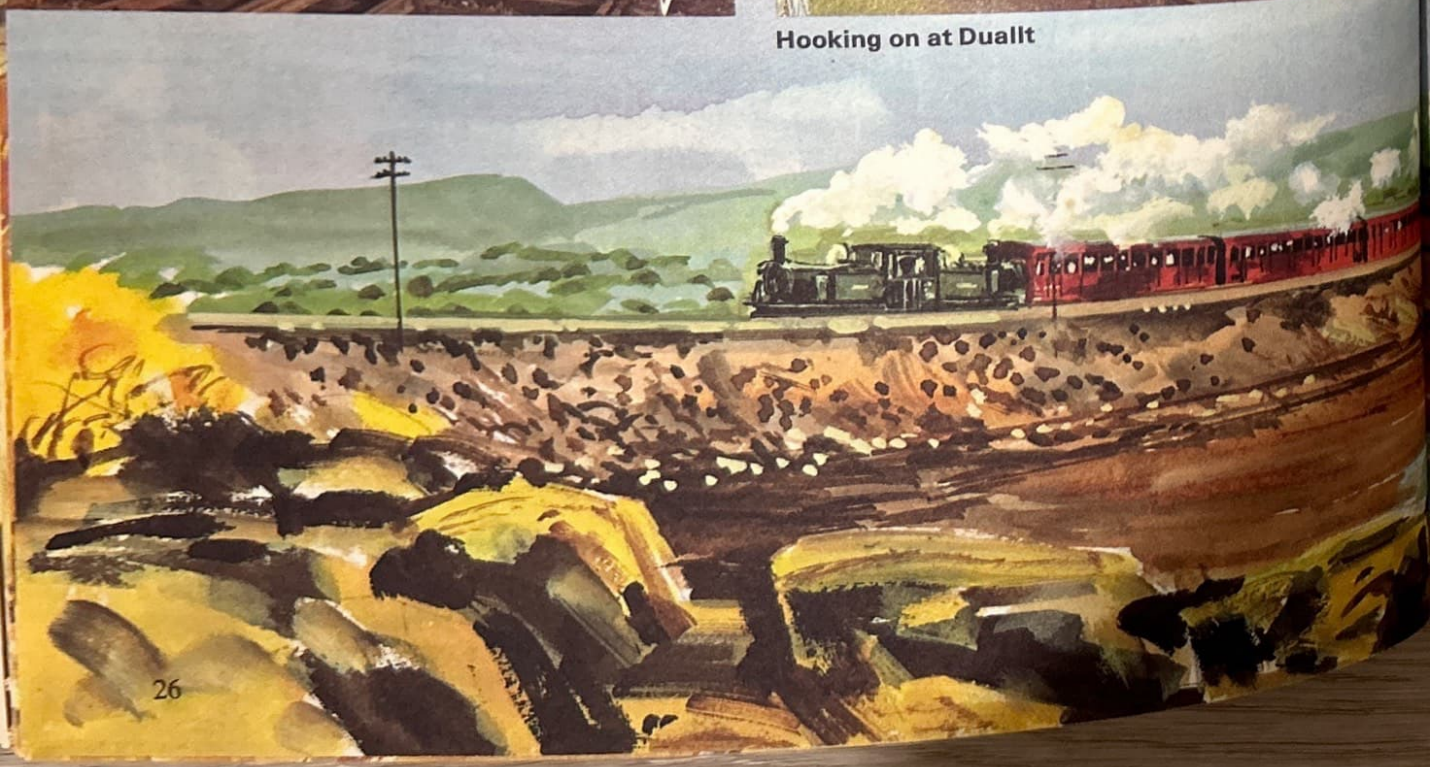
Why did the Festiniog Railway close? Although Blaenau was the centre of the world's slate trade in the 1880s, by the 1930s the slate trade had seriously declined. The last passenger train ran on 15th September 1939, and though slate trains ran sometimes during the war, the line closed completely in 1946. There was simply no work for the locomotives and staff. . . . For several years the line was left to the ravages of nature and vandals, and was soon overgrown, with the narrow track barely visible in places. Stations and workshops fell into disrepair, but the Festiniog Railway was not allowed to disappear.

In 1954 the Festiniog Railway Company and Society took over the line. They intended eventually to re-open the whole thirteen-mile track. On 24th June 1954, with nothing in the bank but with plenty of enthusiastic volunteer labour, the society started work. The long haul up the mountains to Blaenau had begun. . . .

Crossing the Cob



Hooking on at Dualit

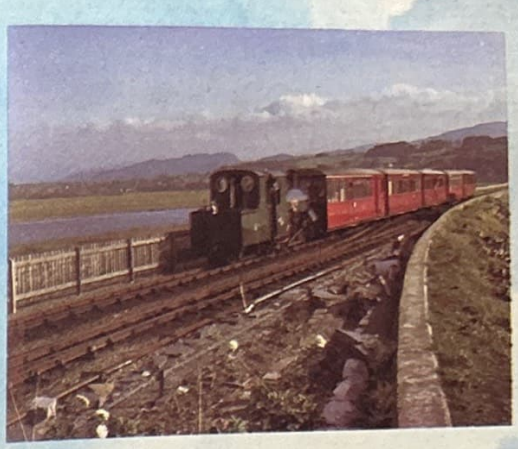


Ready for the return journey

In fact, it took only a year before the first train was able to run across the Cob to Boston Lodge. But that was only the tip of the iceberg: parts of the line had to be rebuilt, locomotives and rolling stock bought and repaired, and stations, workshops and trackside equipment put in good order.

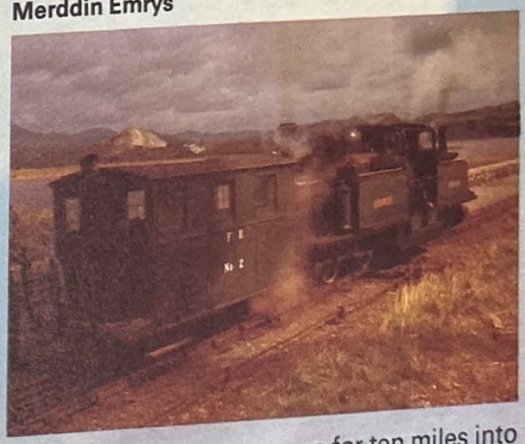
One of the society's first tasks was to restore *Prince*. His new boiler was fitted, and in August 1955 he took over from the Simplex, which had first been used on the track. From that date until the end of 1956 he maintained the line's passenger service alone, and for a further two years worked most of the trains.

A great deal of the work was done by volunteers who gave up their evenings and weekends for many years just to see the line working again. They made steady progress, re-opening more and more of the line, until in 1957 the first passenger train (hauled by *Prince*) steamed into the station at Tan-y-Bwlch, more than halfway from Porthmadog to Blaenau.

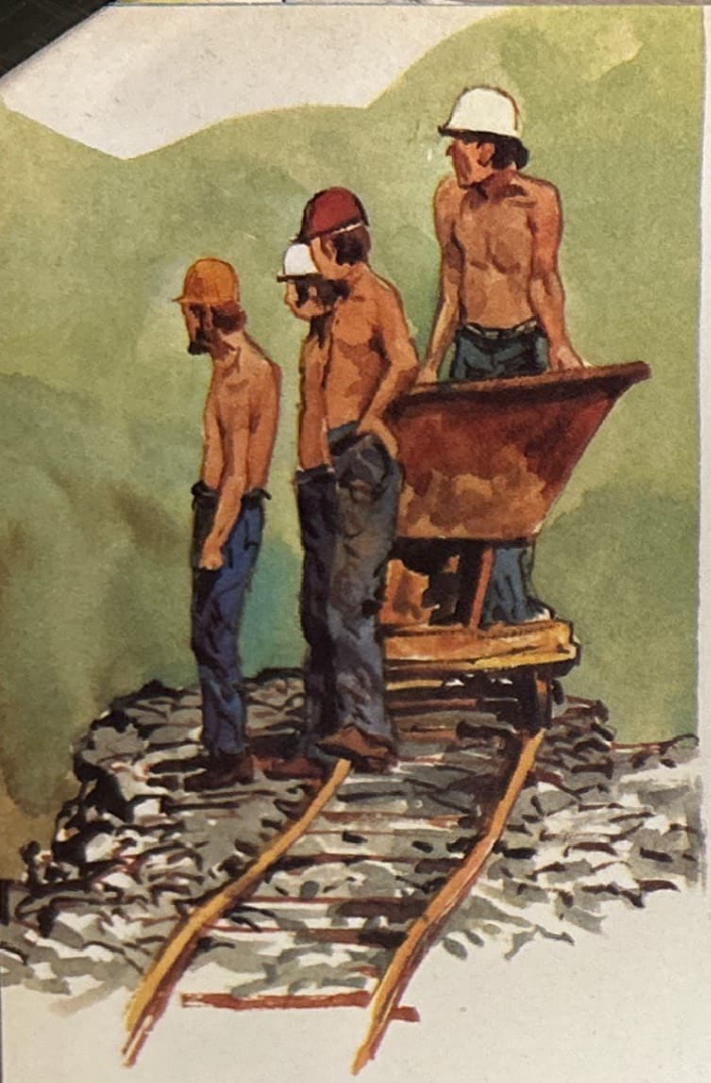


Nearing Porthmadog

Merddin Emrys



The railway is now open for ten miles into the mountains, and is three miles away from the terminus at Blaenau. But those remaining three miles of track may be the most difficult and costly to complete. The Central Electricity Generating Board have built a pumped storage scheme at Tan-y-Grisiau, which flooded the line above Dduallt. The reservoir the scheme created, severed the railway from its terminus at Blaenau, making it impossible to re-use the old track.



But the society was determined to reach Blaenau, and to gain the necessary height have built the first spiral on any passenger-carrying line in Britain.

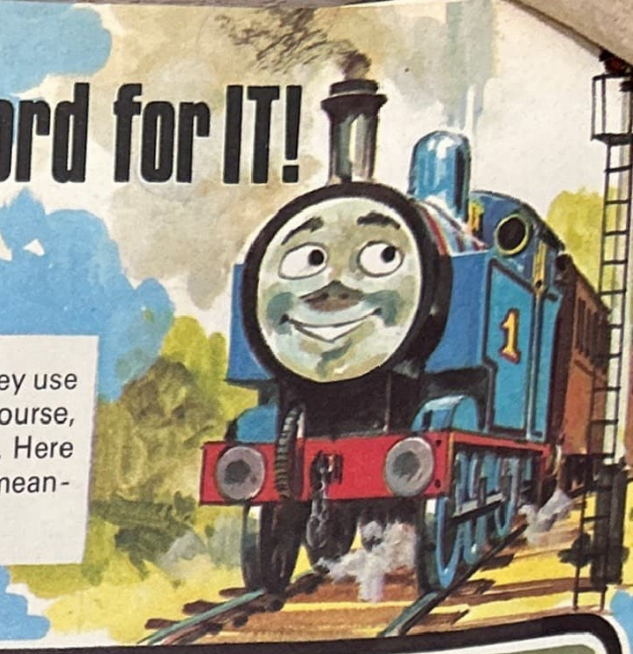
The spiral in the track has been constructed at Dduallt. It was necessary because the new route to the west of Llyn Ystradau (the lake created by the pumping scheme) runs at a higher level than the old track, and a simple gradient would have been too steep for locomotives with heavy passenger-loads.

After the spiral the line runs through a new tunnel. It will then run by the shores of the lake before swinging right to rejoin the original track at Tan-y-Grisiau. From there it is only $1\frac{1}{2}$ miles to the terminus at Blaenau Festiniog.

The end is at last in sight. Soon, after many years of hard work and effort, the whole of the Festiniog Railway will be re-opened and Blaenau once more will hear the sound of steam.

And what of *Prince*? His power was limited and he was "retired" in 1969. But he can still be seen at the railway, and it is hoped to restore him to full working order.

THOMAS has a word for IT!



Railways have special words which they use for various people or objects and, of course, Thomas and his friends know them all. Here are a few 'railway' words and their meanings.

GAUGE: This is the distance between the rails. The standard gauge is four feet eight and a half inches, but in Africa they have a narrower gauge and it is wider in Russia, Eire and Spain.

FREIGHT: This is the name given to goods carried by the railway. Coal travels in open wagons with doors at the side, milk travels in tank wagons, and perishable foods are transported in refrigerated wagons.

TRACKS: These are the lines on which a train runs, and they are inspected regularly to ensure that they are kept in excellent order. Repairs are done by gangs of workmen who take out and replace sleepers, replace worn rails with new ones, and repack the ballast with mechanical machines.

SIGNALS: To prevent accidents, trains are controlled by signals which show whether the line ahead is clear, giving drivers warning that they may have to stop.

Signals are of two kinds, Colour light or Semaphore.

- Colour light signals show Red for 'Stop'; Amber for 'Caution'; and Green for 'All clear'.
- A Semaphore Signal has an arm which when in a horizontal position means 'Danger'; but which shows 'Line clear' if it is raised or lowered. Signalmen operate the signals from signal cabins sited at special places along the line.

VIADUCTS: These carry railways across valleys or rivers, and they can have lots of arches or just be straight spans on piers.

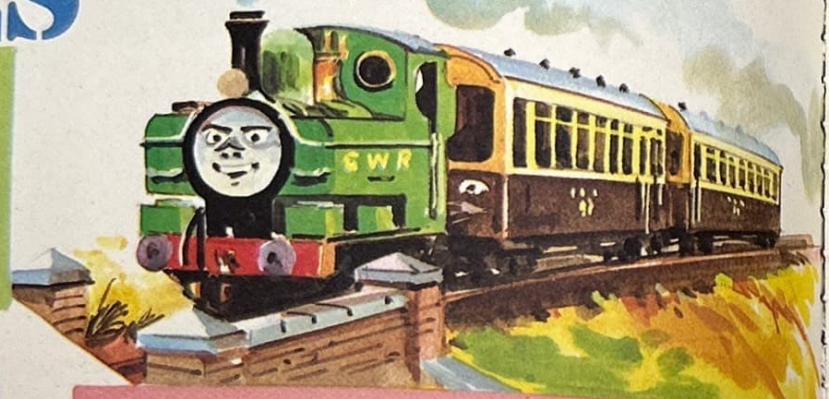
MONORAIL: For this type of railway vehicles balance, or are hung, on one rail only.

FUNICULAR: Funicular railways are used to climb up steep slopes. The passenger cars or wagons are pulled by cables.

RACK: A rack railway has toothed wheels on the locomotive engaging with toothed rails on the centre of the track so that the train can travel up the steep gradients without slipping. Lord Harry, later named Patrick, was an engine on a rack railway up Culdee Fell.

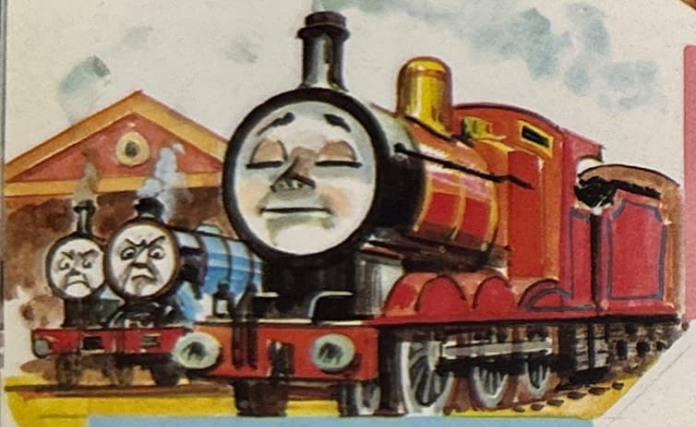
RHYMING ENGINES

See if you are clever enough to guess the names of these well-known engines from the rhyming clues.



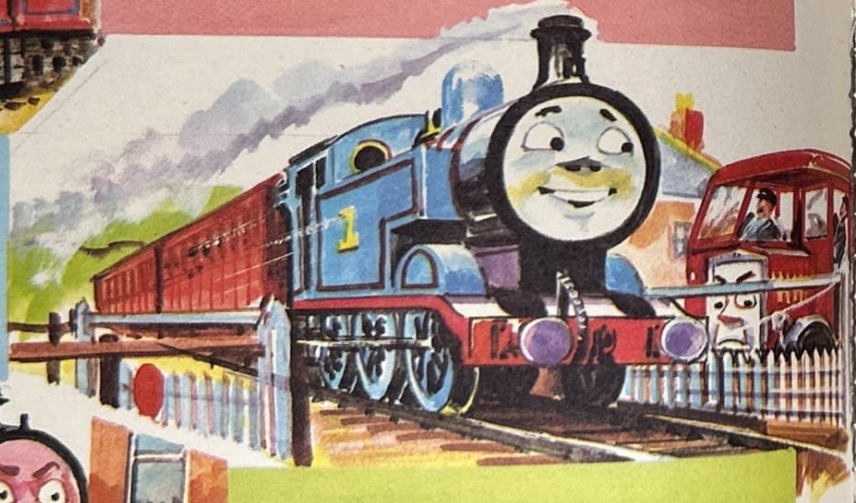
1.
I've two Great Western Coaches,
Alice and Mirabel.
We've got our own Branch Railway
'Little Western'. Can you tell . . .

Who am I?



2.
Once I pulled a circus train
That was really splendid fun.
Everyone cheered when we started away,
But Henry and Gordon were jealous and glum.

Who am I?



3.
I have a friend called Bertie,
Who is a fine red bus.
One day we had an exciting race,
And all our passengers cheered us.

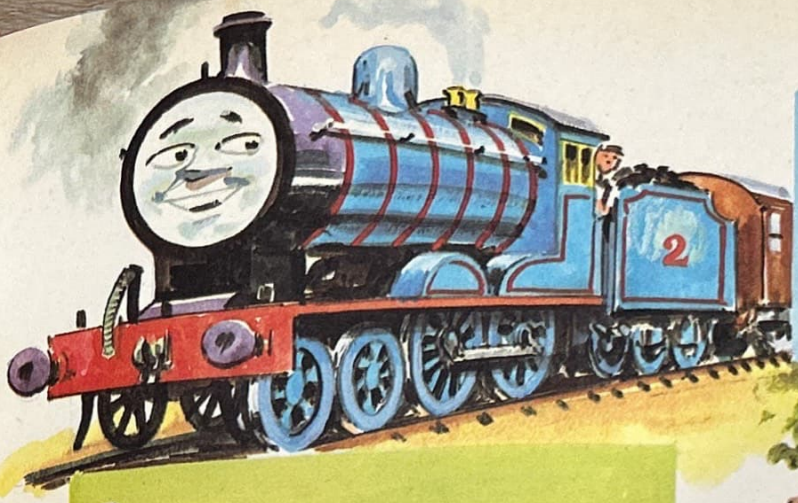
Who am I?

4.
I was called an Enterprising Engine,
And they took my photograph,
When I moved two 'dead' diesels,
This 'failed' engine had the last laugh.

Who am I?

5.
I am a small green engine,
And sometimes rather silly.
I passed one day a DANGER sign,
And found the sea was chilly.

Who am I?

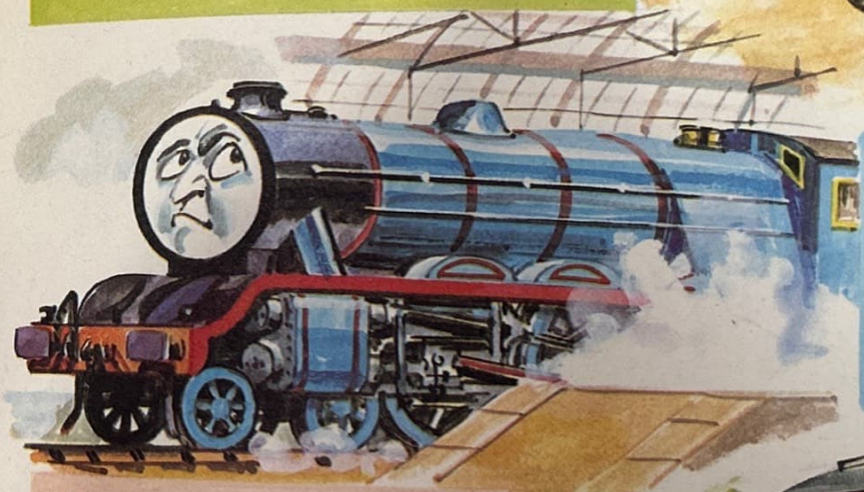


6.
Although I'm old and past my prime,
Sidney and Charlie say, "Don't fret.
"The best blue engine on the line
"You're good for years of running yet."

Who am I?

7.
From farm to farm we used to go,
Threshing the corn and sawing wood.
The children loved it when we came
Those happy days were very good.

Who am I?



8.
When first I went to London
Its station was King's Cross.
They call it now St Pancras!
Which put me at a loss.

Who am I?

9.
My coach is Henrietta,
A tram engine am I,
We go everywhere together,
I have cowcatchers by the by.

Who am I?

10.
Some engines say we diesels are
No earthly use whatever.
But Gordon thinks I saved his life,
He says I'm very clever!

Who am I?

ANSWERS:

1. Duck; 2. James; 3. Thomas; 4. Henry; 5. Percy; 6. Edward; 7. Trevor, the Traction Engine; 8. Gordon; 9. Toby; 10. BoCo.

A DIARY OF RAILWAY

Let's continue our brief history of the railways with a look at some of the landmarks of the 20th century.

1908

The all-Pullman *Southern Belle* was introduced by the London Brighton and South Coast Railway. *The Southern Belle* was renamed *The Brighton Belle* in 1934, and ran till 30th April 1970.

1921

On 19th August, Royal Assent was given to the Railways Act, which resulted in the grouping of more than five British Railways into four large companies: namely the Great Western, London Midland and Scottish, London and North Eastern and Southern Railways, which took effect in 1923.

1926

The Golden Arrow all-Pullman service, from Calais to Paris, was introduced on the London to Paris through route on 12th September.

1928

The Pullman Car Company introduced the first two all steel trains to England in May. The two sets formed the *Queen of Scots* Pullman, and ran between London, Leeds, Harrogate and Edinburgh.

1934

The first authentic 100 mile per hour run in Britain was made by the LNER No 4472 *Flying Scotsman* on 30th November on a test train from London to Leeds and back. One hundred miles an hour was reached on the return trip down Stoke Bank between Grantham and Peterborough.

1938

The all time speed record for a steam engine is held by the LNER No 4468 *Mallard* which, with a test train, achieved 126 miles per hour down Stoke Bank on 3rd July. Mallard is preserved in York Railway Museum.

1948

On 1st January Railways in Britain were nationalised.

1951

In May the first Railway Preservation Society in the world began operating a train service on the Talyllyn Railway in Wales. Thus began a movement which has spread all over the country and to other parts of the world.

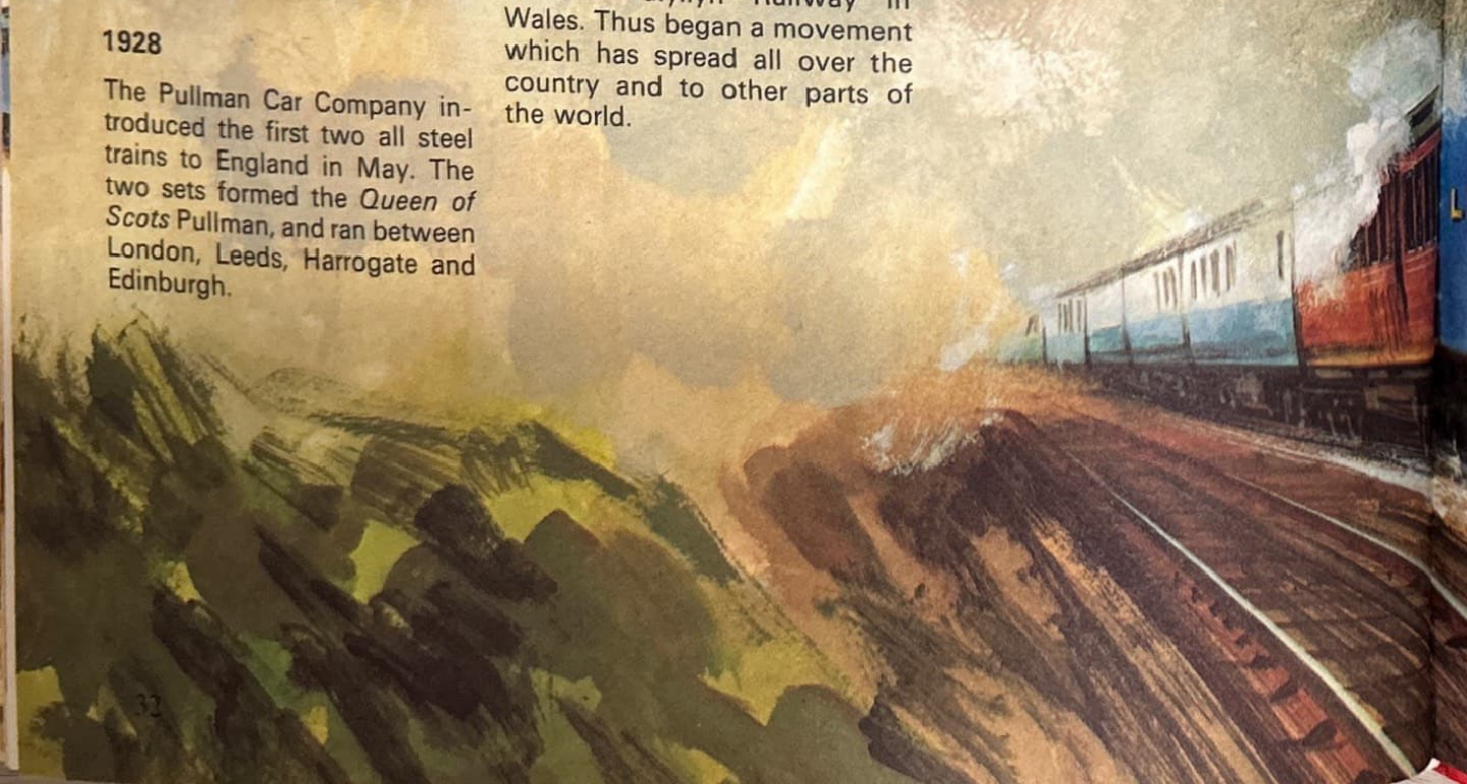
1963

The Beeching Report on the reshaping of British Railways was published on 27th March. Among the main proposals, which were very controversial, was the closing of 2,128 of Britain's 7,000 stations and halts, the withdrawal of passenger train services from about 5,000 route miles, and the curtailment of many local passenger services.

1965

On 11th June the last regular booked steam passenger train left Paddington. This marked the end of steam at Paddington except for special workings, the last of which was on 27th November.

Although the official title of British Railways is still the same, from 1965 the normal usage of the title became abbreviated to British Rail.



DATES—20th CENTURY

1966

On 5th July, British Rail's Sea-speed hovercraft service was opened, between Southampton and Cowes.

1968

In August the last steam locomotives in service on BR were withdrawn.

1969

On 7th March Queen Elizabeth II opened the Victoria Line, London Transport. This was the first new tube across London for over half a century, and the most highly automated underground railway line in the world.

1972

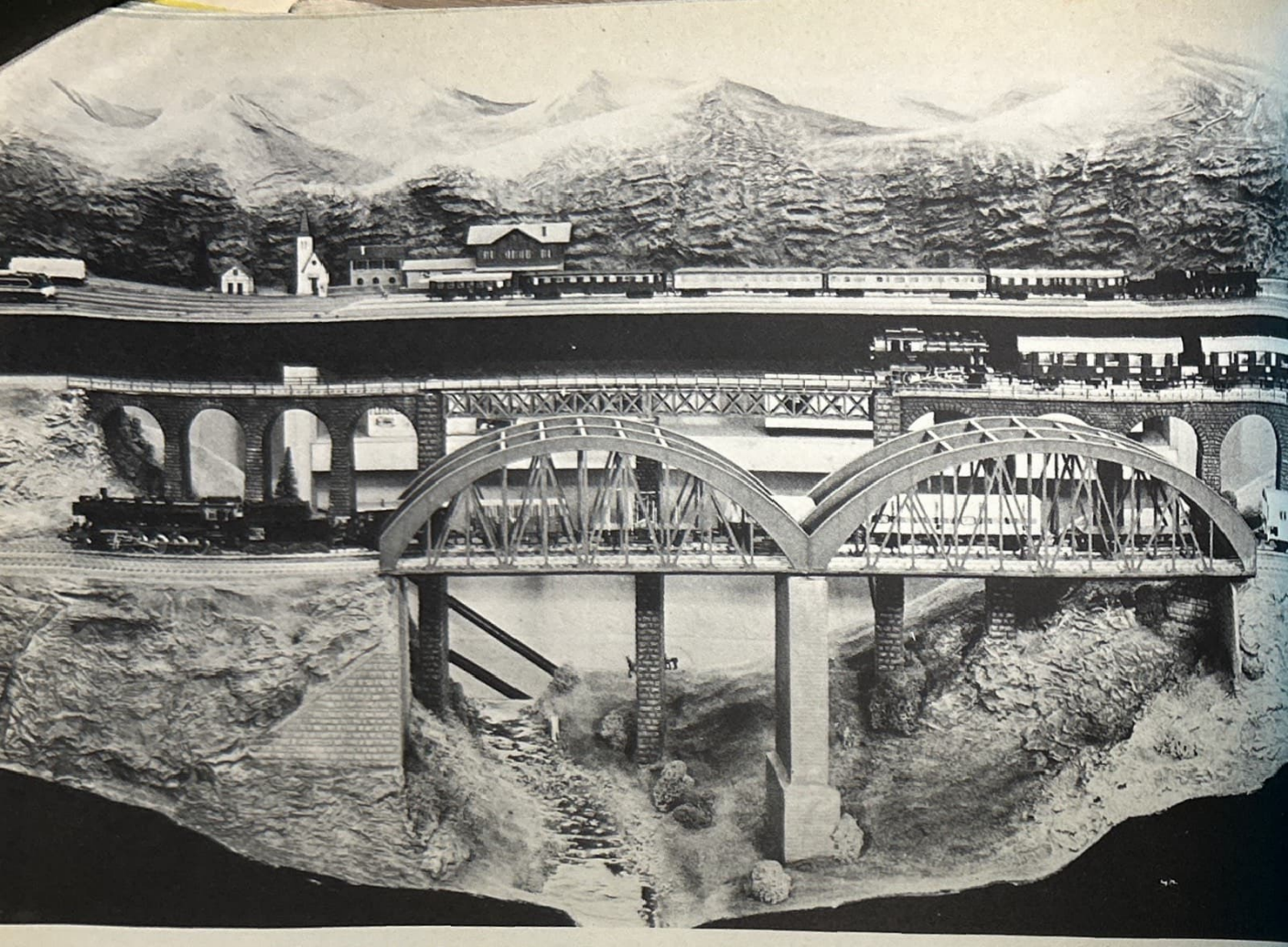
On 25th July the Advanced Passenger Train (APT) took to the rails for the first time.

1973

A British train broke the world diesel train speed record by reaching 143 m.p.h.

1974

On 6th May the first British Electrified Trunk line London to Glasgow 302 miles was inaugurated.



This is part of a Continental HO gauge model at the exhibition, which shows what can be done in a garage setting. It is called 'Unterstellen-grossbahn', and it shows bridges spanning a ravine in the foreground.

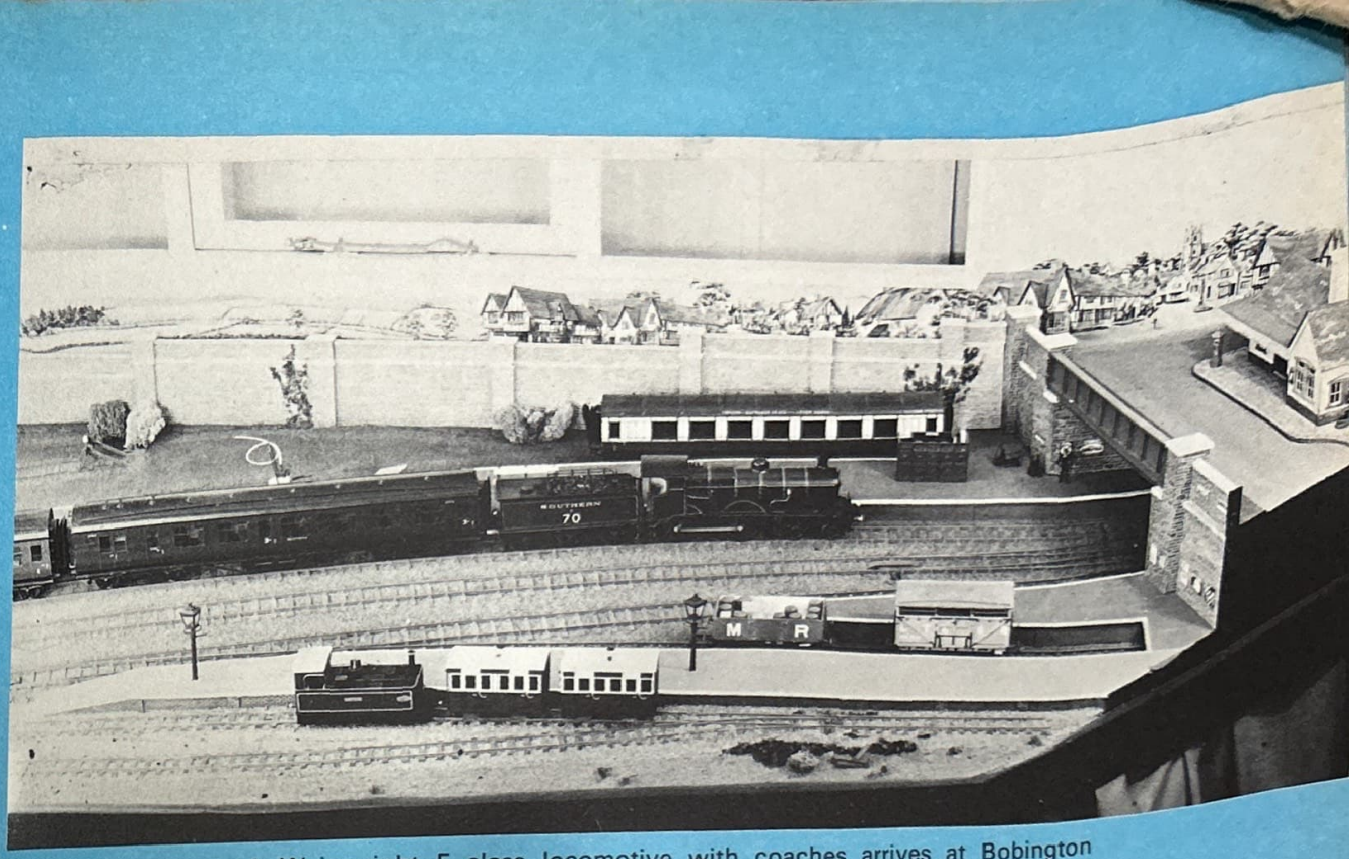
MAGNIFICENT MODELS

If you love engines and trains you'll probably be interested in the hobby of railway modelling. You may even have made a start by building up one of the many simple kits which you can buy. The pictures of the railway layouts on these pages show you the results you might eventually achieve—after quite a lot of hard work!

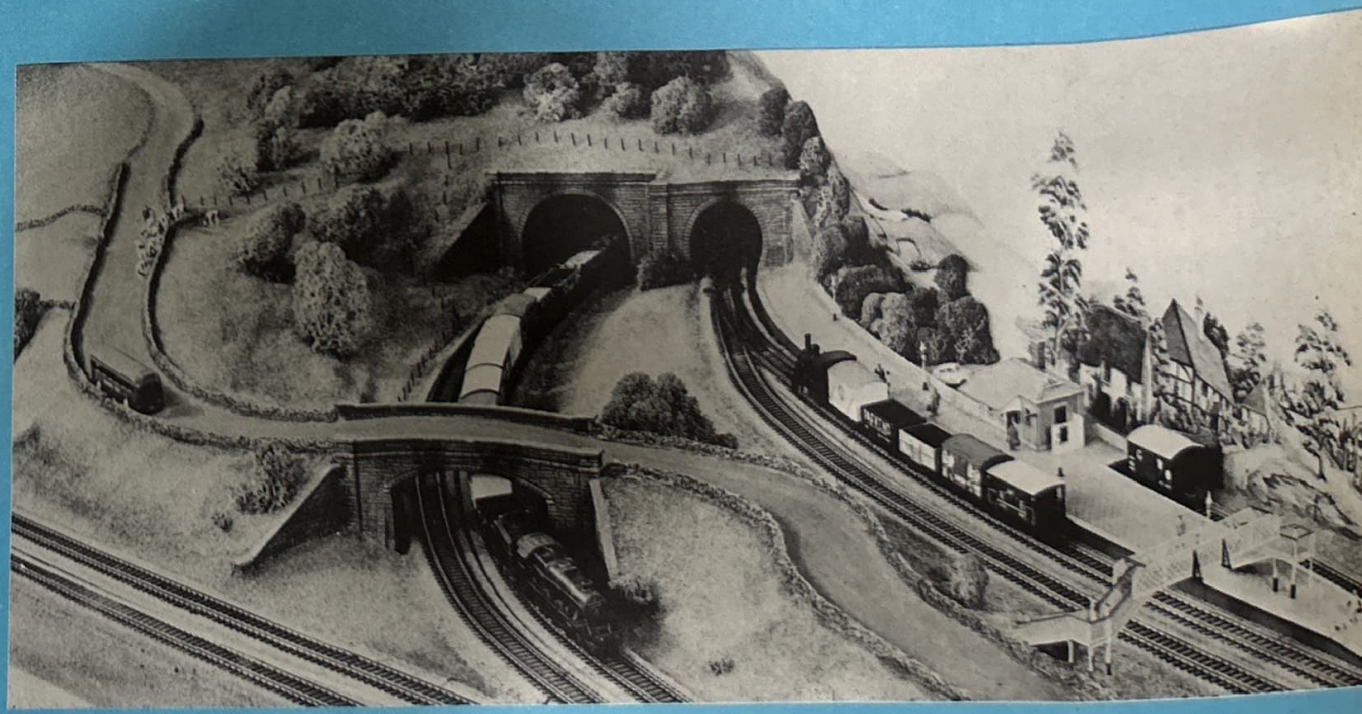
All the layouts here have been built by the staff of Peco, one of the largest manufacturers of model railway products. They are on show at the Peco factory at Beer, near Seaton in Devon, and if you're on holiday in that area you'll be welcome to have a look at the exhibition, which is called Modelrama.

The layouts have been designed to show what can be done with whatever amount of space you have available in your home. If you have a spare room, or a large space in the garage or garden shed, then you can spread yourself out. But even if there's only a corner in your bedroom—somewhere between your football boots and a big heap of old comics, perhaps!—you should still be able to find room for an attractive display.

To make a start in modelling the best idea would be to read as much as you can on



A Wainwright E class locomotive with coaches arrives at Bobington Station, on an O gauge layout. The Glyn Valley tramway locomotive Dennis waits with its coaches for passengers from the main line train. Bobington Station, engine shed and sidings are built in a garden shed setting in the exhibition hall, and the standard O gauge main lines then run through a tunnel in the wall to an extensive outdoor layout.



The exhibition has an N gauge layout called 'Passageway', and our photograph shows just a section of it. A Peco Jubilee Class locomotive can be seen hauling a train of seventy goods wagons emerging from under a road bridge and tunnel. A local goods train waits for the 'off' at the branch line station behind.

Various types of bridges spanning the mouth of an estuary. This is part of an exhibition layout in a bedroom setting.

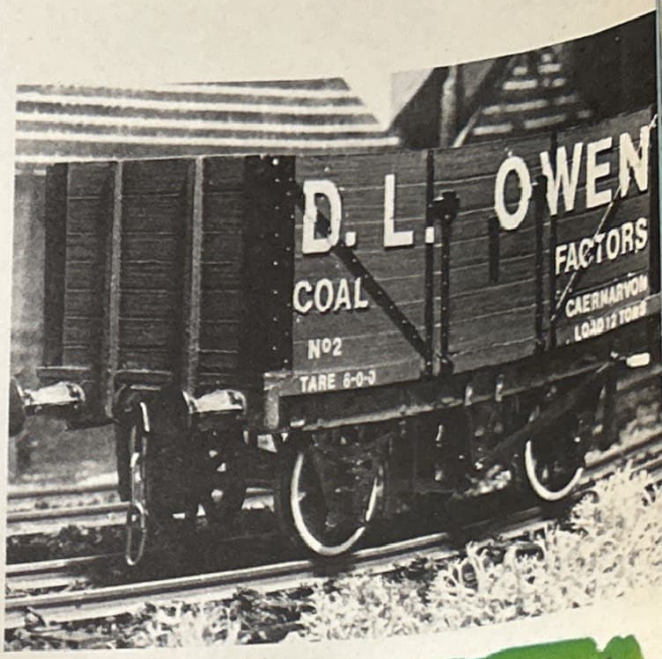
the subject, so that you can decide which particular types of models you are most interested in. Your local library should have one or two modelling books, and model shops carry a large selection, as well as the various magazines which are devoted to the hobby.

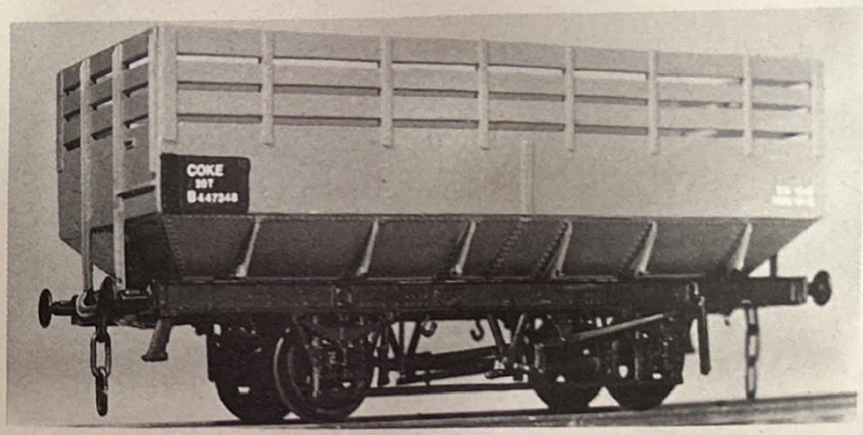
The assistants in model shops are generally enthusiasts too, and usually they'll be only too pleased to give you any advice you need. Another idea is to join a modelling club, and there may well be one in your area.

You'll find that there are so many interesting items in model shops that you might not know quite where to start if you just go in and wander round. That's why it's a good idea to decide exactly what you want to build before you buy any kits or accessories. Otherwise you might find yourself being tempted by models of cows and trees and milk churns, and come away with a bag full of those, at the expense of more basic items, like track and points!

Budget your pocket money carefully each week, and you'll end up with a worthwhile and impressive display over a period of months.

Goods wagons from Three Aitch Mouldings, showing the detail you can expect from kits which you make up yourself.





Our last few photos show some kits which are available for goods wagons, and we have included them so that you can see just how much precise detail is given on even the relatively 'humble' wagons. Most manufacturers go to a great deal of trouble to ensure that their models are accurate in every respect.

Why not have a bash at modelling, and see if you enjoy it. You might soon be on your way to a layout of the entire island of Sodor!

We are grateful to Railway Modeller magazine for the photographs of the Peco layouts, and to Three Aitch Mouldings for those of their goods wagons.

NANCY'S RAILWAY CROSSWORD

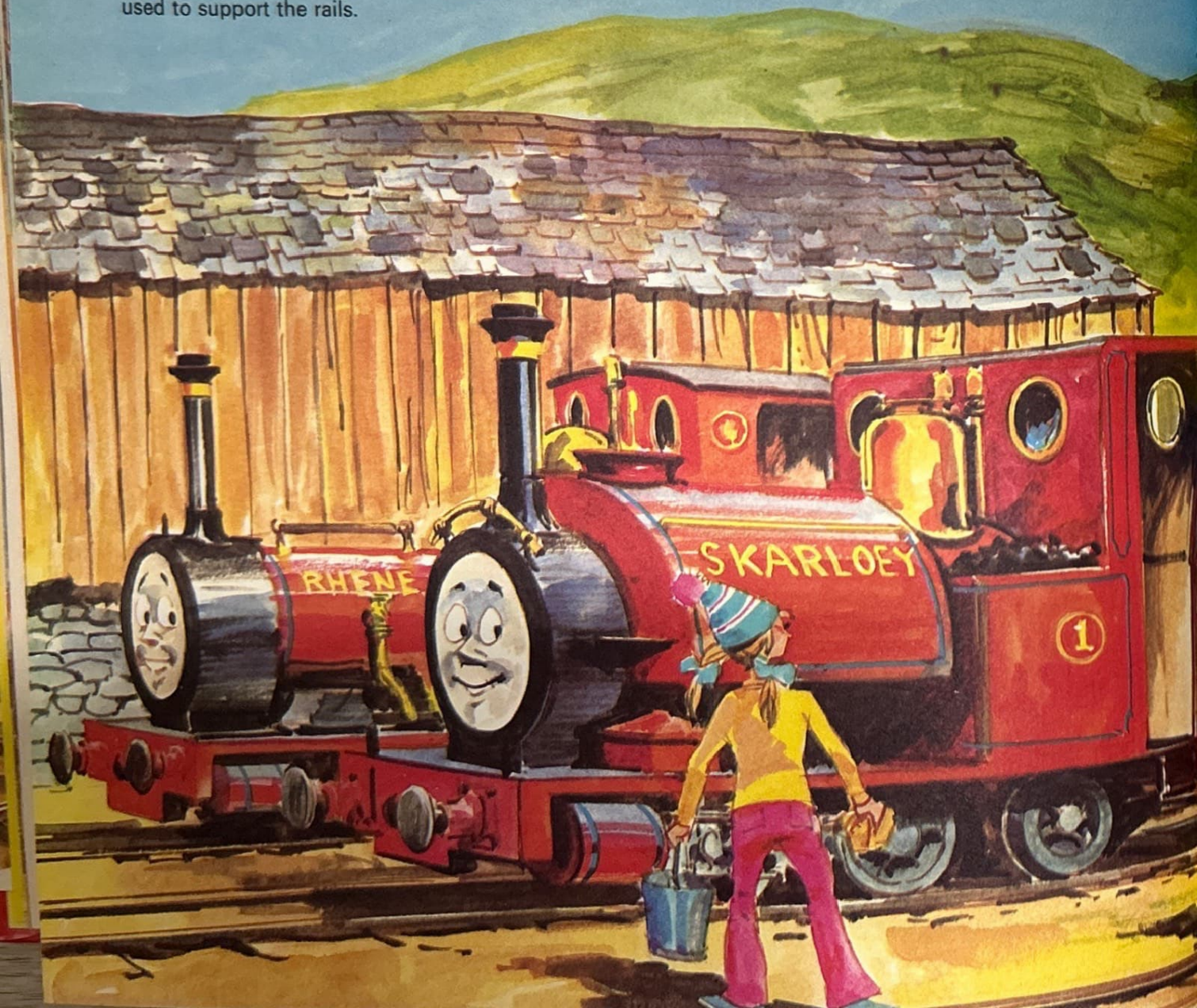
Nancy has compiled this crossword for your amusement. It is all about railways and the engines you like so much.

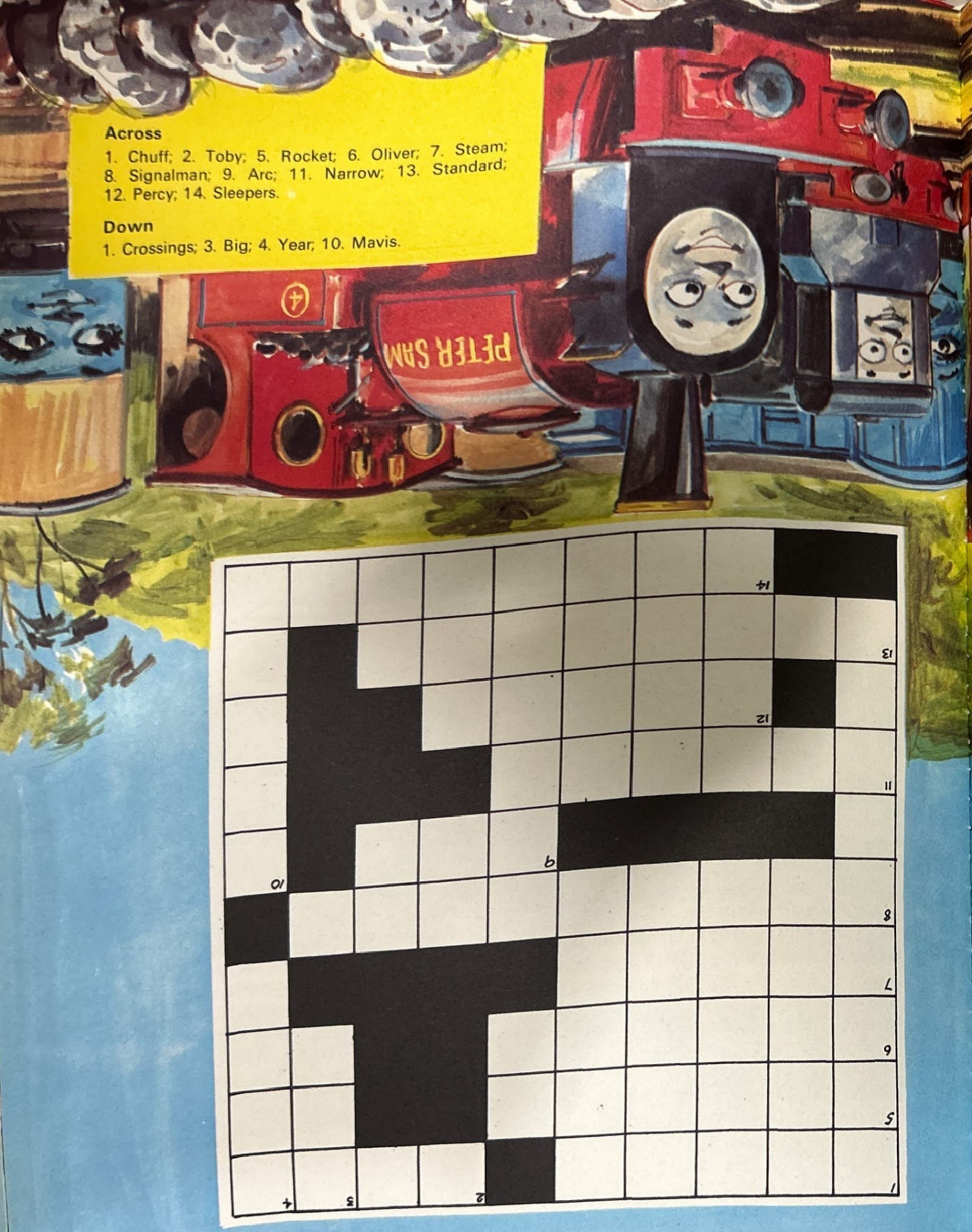
Across

1. All the engines – – – – – along the lines; 2. – – – – the Tram Engine; 5. The name of George Stephenson's engine; 6. – – – – – – the Western Engine; 7. Richard Trevithick's – – – – – engine ran on plateways; 8. The – – – – – – – – – usually starts the train on a manual signal from the guard; 9. The guard often waves his flag in an – – –; 11. and 13. There are – – – – – – – and – – – – – – – – gauges; 12. – – – – – the Small Engine; 14. The name given to wooden beams used to support the rails.

Down

1. Level – – – – – – – – – – are where the road and the railway are on the same level, and where barriers are put up whenever a train is due to pass; 3. Gordon the – – – Engine; 4. Usually some trains run on every day of the – – – –; 10. – – – – – is a diesel engine belonging to the Ffarquhar Quarry Company.





Across

1. Chuff; 2. Toby; 5. Rocket; 6. Oliver; 7. Steam; 8. Signalman; 9. Arc; 11. Narrow; 13. Standard; 12. Percy; 14. Sleepers.

Down

1. Crossings; 3. Big; 4. Year; 10. Mavis.

The Ravenglass and Eskdale Railway

The Ravenglass and Eskdale Railway is more than a hundred years old. It was opened in 1875. The line has seen many changes, the biggest was in 1915 when the gauge was changed from 3 feet to 15 inches.

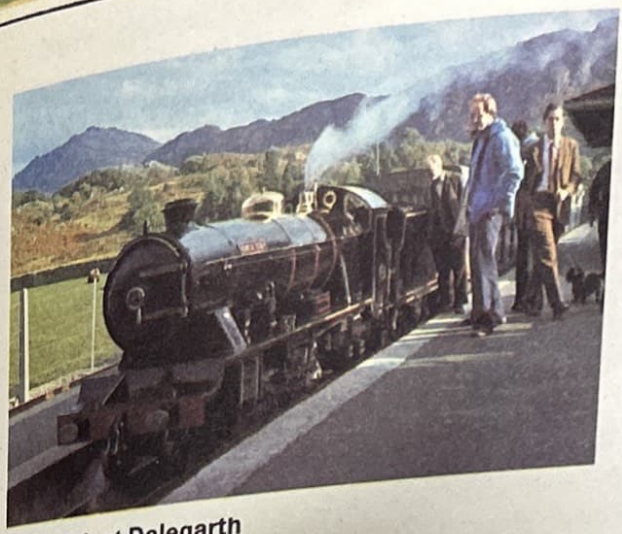
Originally the line was built to carry iron ore from the mines in Eskdale to the Furness Railway at Ravenglass. The line was seven miles long and ran as far as the mines in a place called Nab Ghyll. A year later, a passenger service was introduced, but the mines failed and the line was abandoned in 1913.

However, this was not the end of the railway. A firm of model makers was interested in the line as a testing ground for their locomotives, and in 1915 it was converted to a fifteen inch gauge. The two men responsible were W. J. Bassett-Lowke and P. R. Mitchell, and the work was finished in two years.

From the start they meant the railway to pay its way, and the little trains carried passengers, mail, and stone from a quarry at Beckfoot to a crushing mill at Murthwaite. The stone was then taken to Ravenglass to be carried away by standard gauge locomotives.

Towards the start of the Second World War trade began to slacken, and by 1953 the line was being used for passengers only. Finally, even that trade fell off, and in 1960 the railway was put up for auction.

This could have been the end of the line for the small engines, but local people were determined to save their little railway and they started a campaign to raise money to buy it. With the help of a Mr Colin Gilbert, a Manchester Stock Broker, the Preservation Society bought the line. As well as providing financial support, the Society helps with voluntary labour, and the Ravenglass and



River Esk at Dalegarth

River Esk on the Turntable

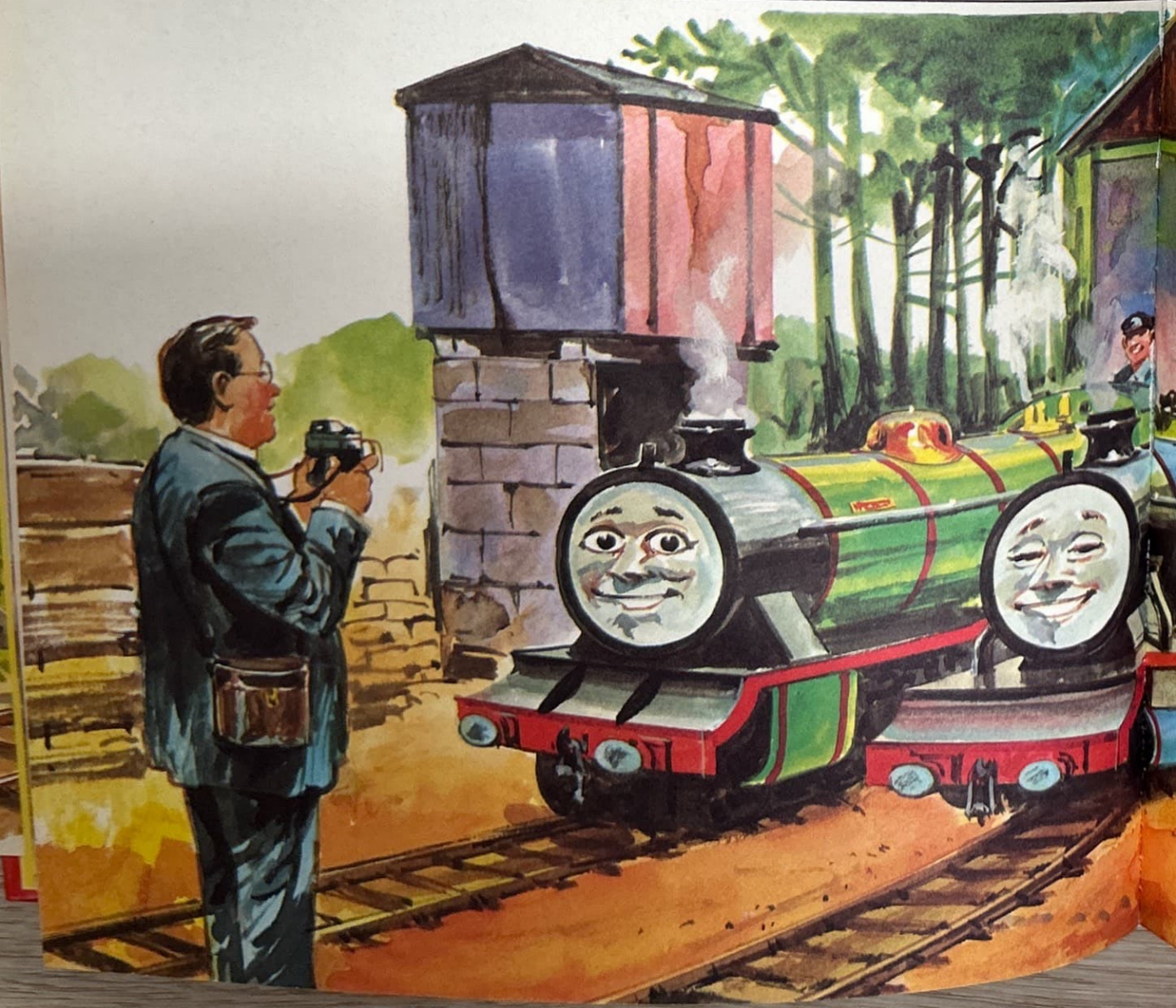
River Esk at Ravenglass

End of the day at the sheds

Eskdale Railway has been running ever since, flourishing as never before. The railway is known to its friends by the affectionate nickname of 'Ratty'.

The railway's route is picturesque. It travels along green valleys and up wooded hills. Ravenglass is on the Cumberland coast, near the point where the Rivers Esk, Irt and Mite converge. From here the little locomotives travel along the Mite valley to Muncaster Mill, where the land rises steeply, and they must pull their loads up Hooker Crag, past the now-derelict Murthwaite stone-crushing plant, and along to Irton Road Station. Parts of the hill are wooded, and in the distance, Scafell Pike, the highest mountain in England, can be seen.

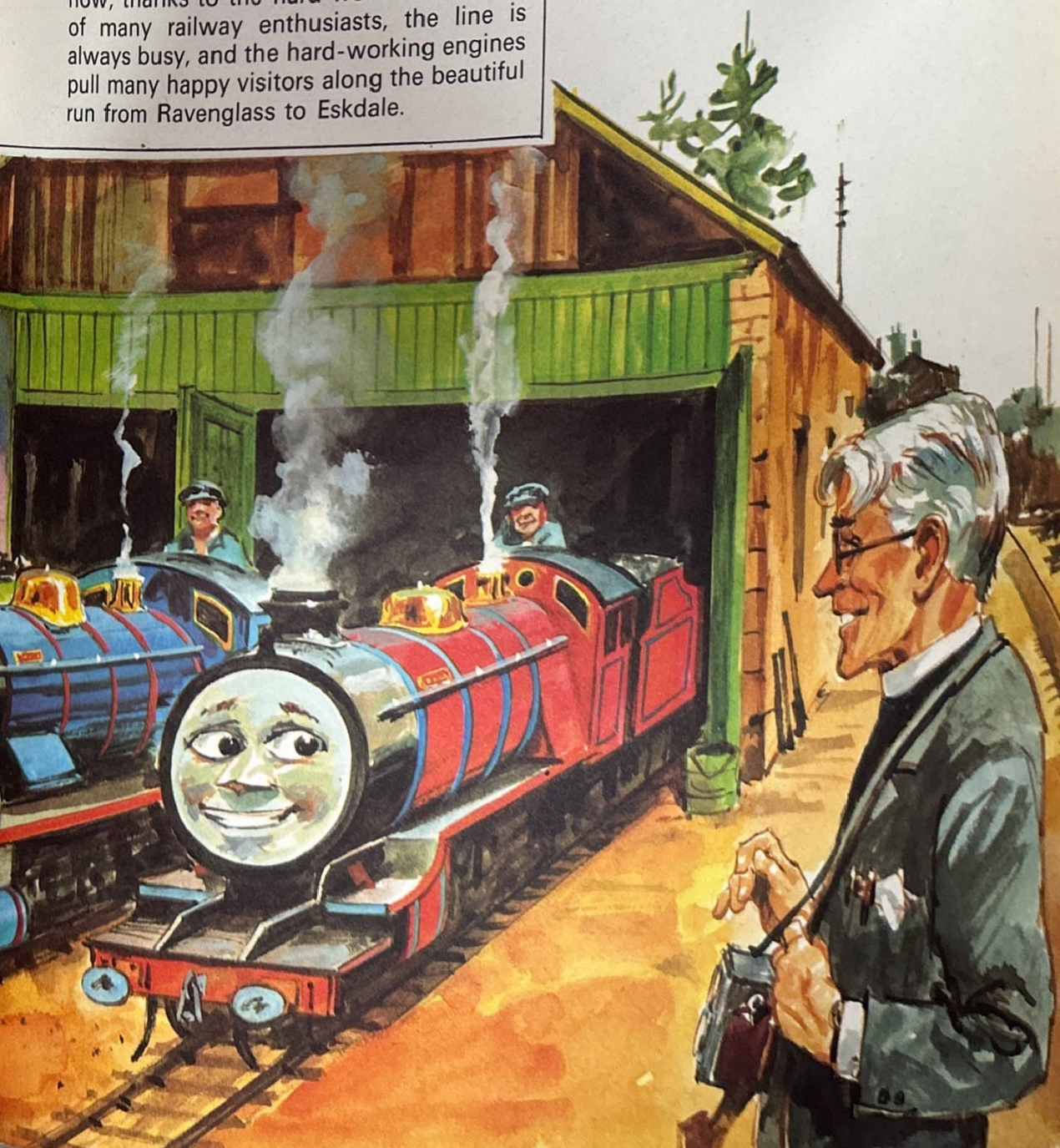
The final part of the journey gives the little engines hard work as they climb up to Dalegarth, but the beautiful view of Eskdale makes it all worthwhile. Dalegarth is the



end of the line, and from here visitors can explore the countryside.

Three of the small locomotives now in use are named after rivers, and those of you who are familiar with the Rev. W. Awdry's writings will know that he based one of his books on these three engines. The 'River Irt' became Bert, the 'River Esk' became Rex and the 'River Mite' became Mike. The railway's name is different too. It is the Arlesdale Railway. In the story, one of the other, full-sized engines calls them the "Verra wee engines", but to us they are simply the Small Railway Engines.

Originally the railway may only have been a testing ground for small locomotives, but now, thanks to the hard work and support of many railway enthusiasts, the line is always busy, and the hard-working engines pull many happy visitors along the beautiful run from Ravenglass to Eskdale.



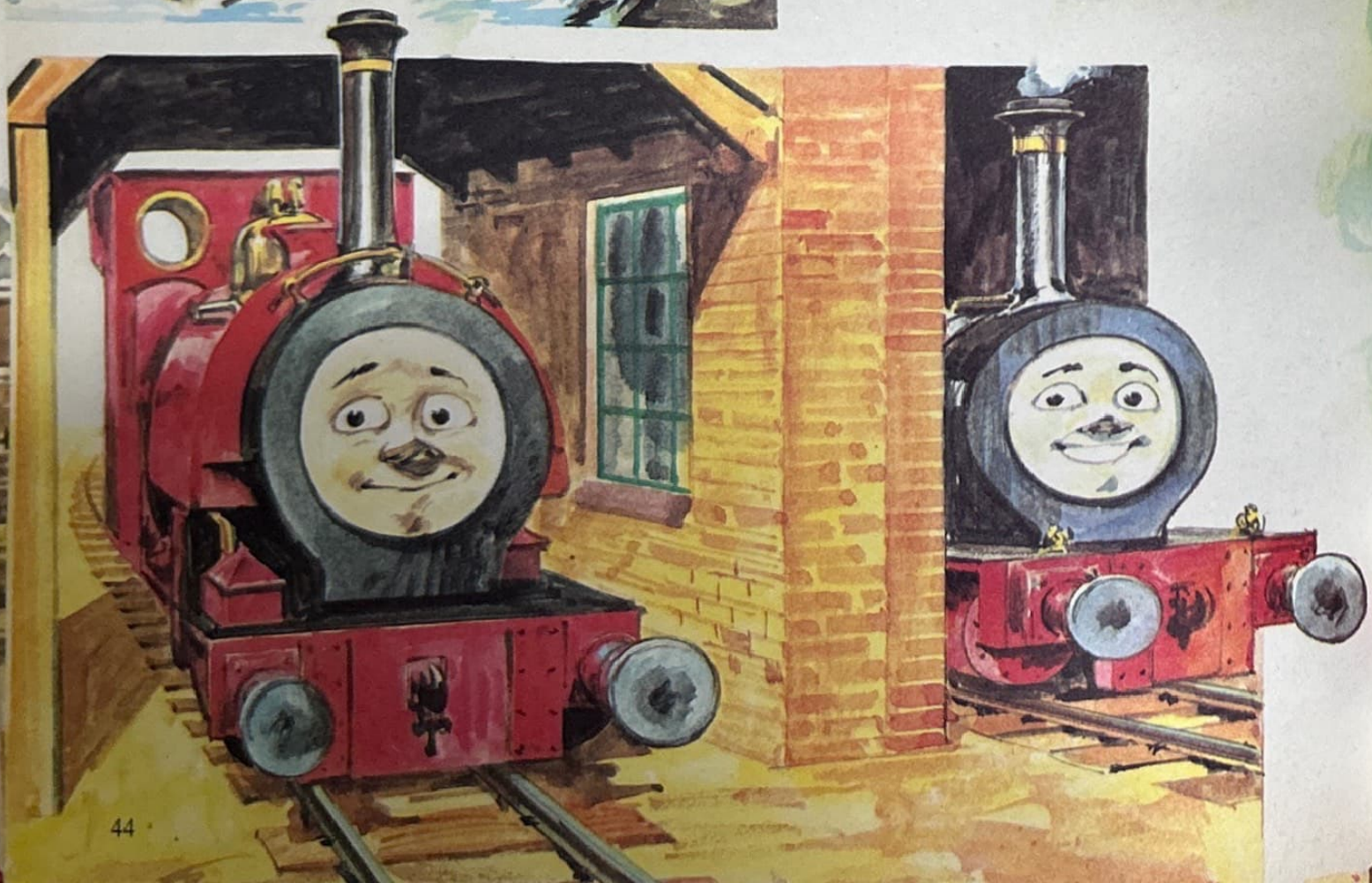
WHAT'S IN AN

All the engines have fun or get into trouble sometime during their working day. Can you remember:

1. Which engine crashed into the Station-master's house when the family were having their breakfast?

2. Which diesel engine blew a fuse so that she wouldn't have to work?

3. Which engine was called 'Old Faithful' by his owner?



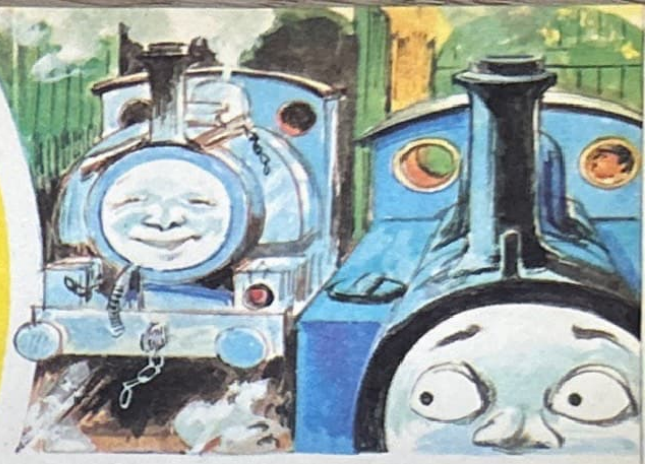
ENGINE'S NAME?

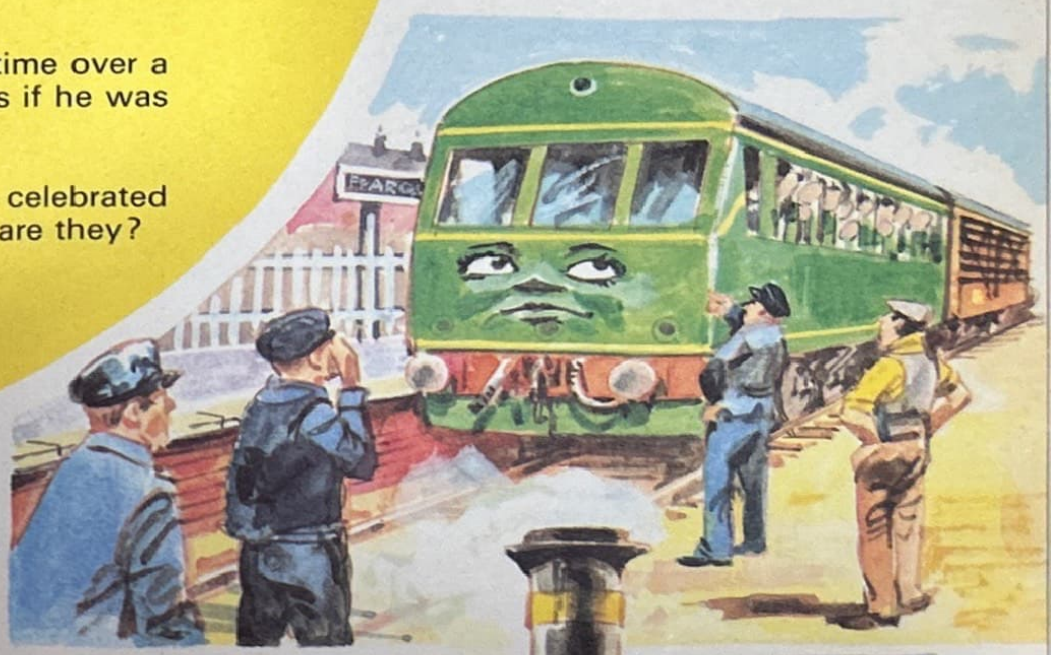
4. Which engine pretended to be a ghost to scare Thomas?

5. Which diesel engine, belonging to the Ffarquhar Quarry Company, had trouble with her trucks?

6. Which engine just braked in time over a broken bridge and clung there as if he was on a tightrope?

7. Two sets of old engine twins celebrated their hundredth birthday. Which are they?



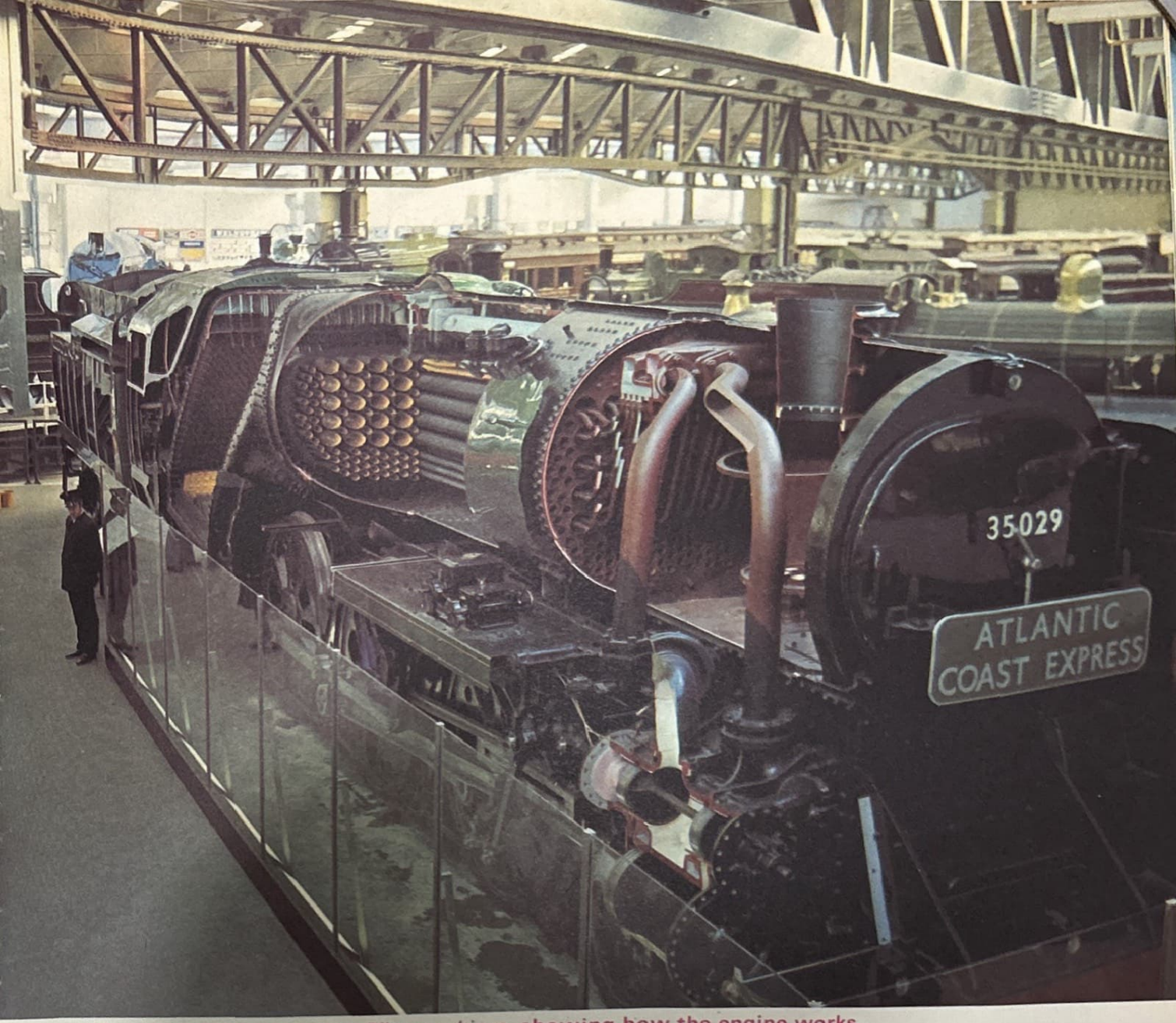


1. Thomas; 2. Daisy; 3. Skarloey; 4. Percy; 5. Mavis; 6. Toby; 7. Skarloey and Rheneas; Talyllyn and Dolgoch.

YORK'S NATIONAL RAILWAY MUSEUM

For a fascinating look at the history of railways in Britain, there's no better place than the National Railway Museum at York. From old tickets to huge locomotives, there's a rich and varied collection of exhibits to enthrall anyone interested in railways and their history. Let's take a look around the museum.

London Brighton and South Coast Railway's *Gladstone* of 1882.



The sectioned locomotive *Ellerman Lines*, showing how the engine works.

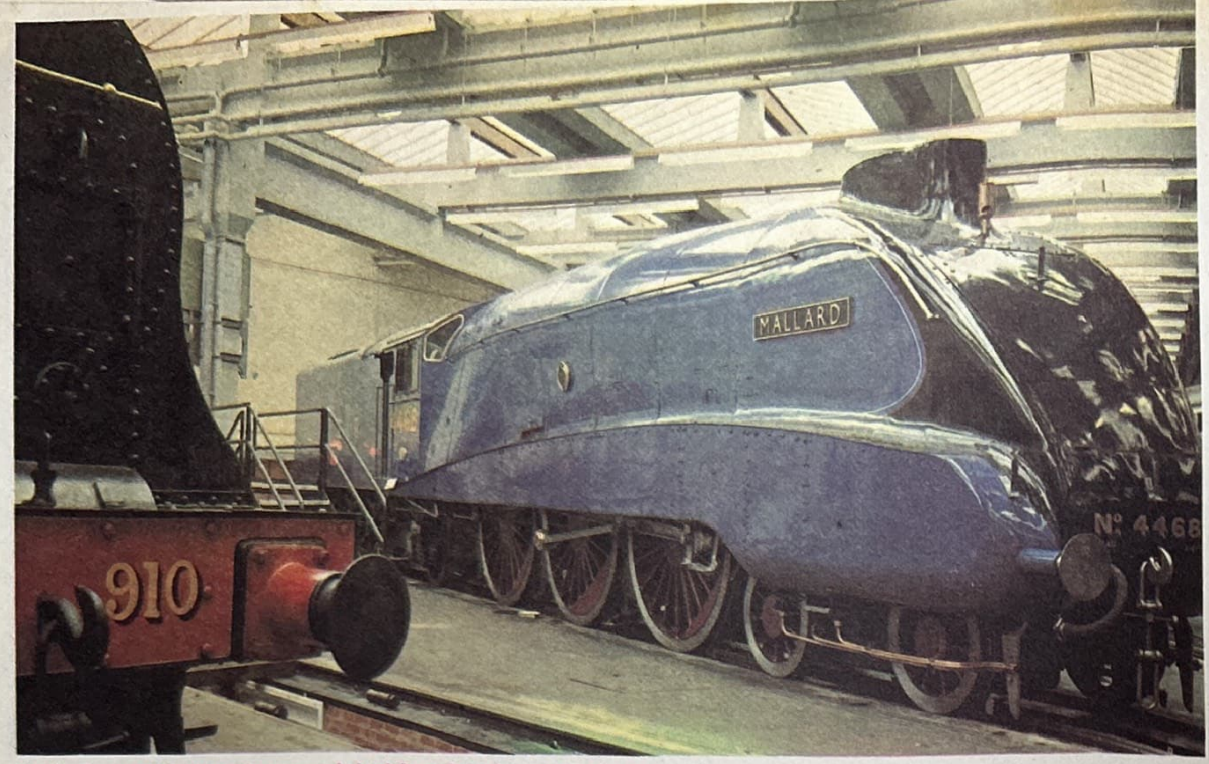
The National Railway Museum was opened in 1975, just 150 years after the first public railway using steam locomotives opened, carrying passengers and goods between Stockton and Darlington.

It is sited in the old York North Motive Power Depot, and much of the old steam engine shed atmosphere has been retained, providing a perfect background for the exhibits.

The Main Hall covers two acres, and in it are displayed locomotives and rolling stock, arranged around the two original turntables. On entering, visitors see two of the museum's major exhibits. Firstly, a rebuilt locomotive called *Ellerman Lines*, which is fully sectioned to show visitors how it works, with electrically-driven valve gear. Secondly, the Weatherhill stationary winding engine, illustrating the important link in the "chain" from the use of horses to the adoption of steam locos.

Another interesting item is the statue of George Stephenson. This originally stood in the Great Hall at the old Euston Station in London. These three exhibits set the pattern for the museum. It is an attempt to cover all aspects of railway history, the people who worked on them, the people who used them and the famous engineers who designed and built them.

Further into the hall, grouped around a large turntable, there are many steam locos, including some very famous ones. There is



Mallard, world speed record holder for locomotives.

Agenoria of 1829, built in the same year as Stephenson's **Rocket**, and the record-breaking **Mallard** of 1938, which reached 126 mph (203 kph) under steam. Also among the exhibits is *Evening Star*, the last steam loco built by British Railways in March 1960.

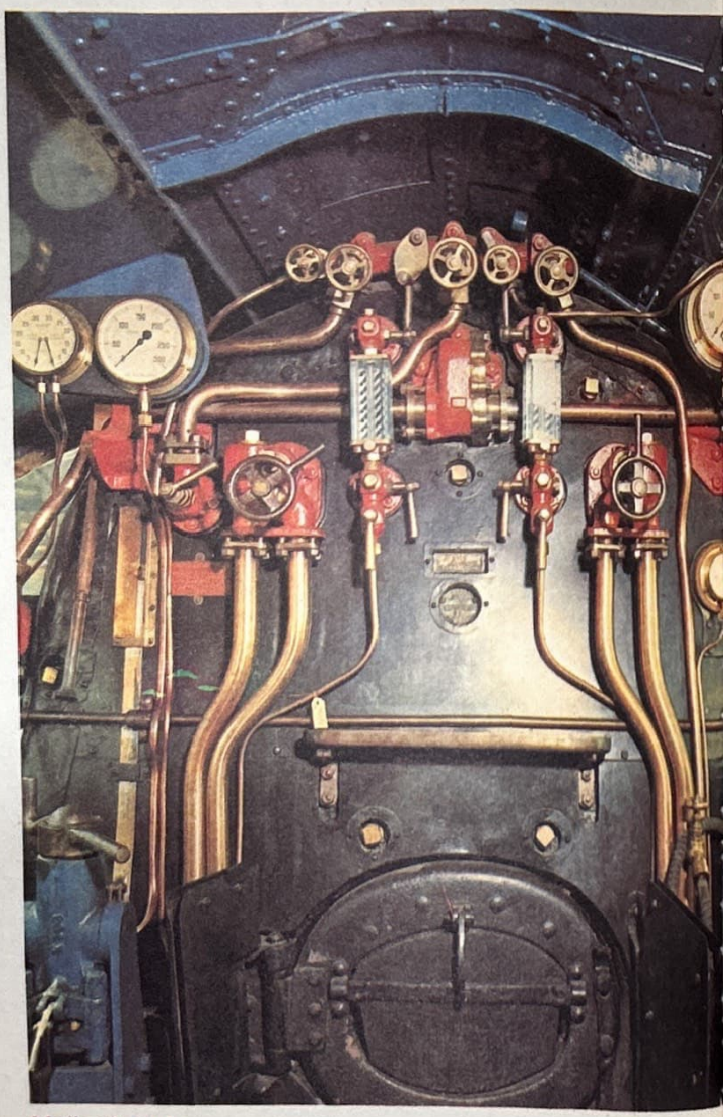
All around the engines is displayed locomotive technical equipment (whistles, regulators, safety valves etc.) plus a large collection of scale models, many with working features.

The far end of the hall houses the rolling stock collection, centred around a decked turntable. This display is mainly of passenger vehicles, but there are other interesting exhibits nearby, like the Peak Forest Canal Tramway wagon of 1797, a very early coal wagon, and a replica of a 'dandy-cart'.

Among the carriage collection the royal coaches have pride of place, ranging from Queen Adelaide's coach of 1842 to sumptuous saloons built for King Edward VII and Queen Alexandra in 1903.

There is also a fine collection of ordinary passenger vehicles—and the oldest surviving Travelling Post Office (West Coast Joint Stock 1885).

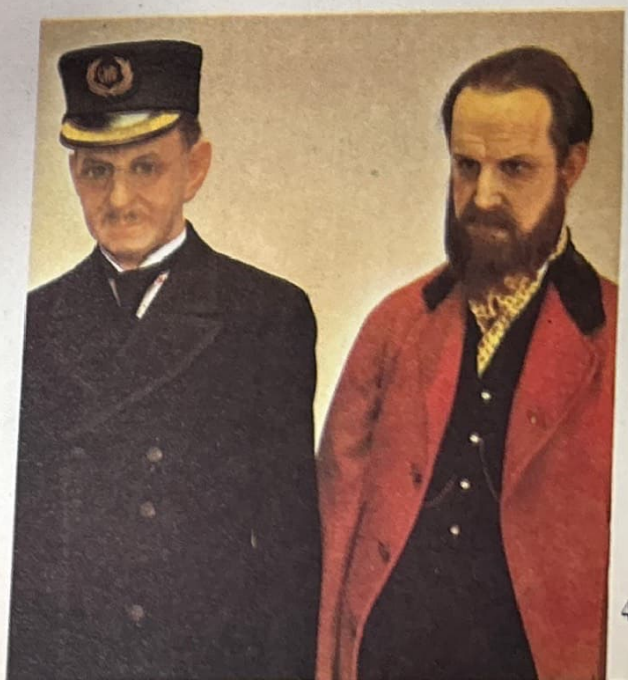
Signalling systems are on show, as well as a very wide range of rail samples. Civil engineering and its importance in railway history is not neglected; a number of bridge models are on show, and the world's first iron railway bridge (which was built over the River Gaulness near West Auckland in



Mallard's cab.

The reconstructed Gaulness Bridge with a chaldron wagon.

Queen Adelaide's coach (1842).



Wax figures in the museum, showing period railwaymen's uniforms.

County Durham for the Stockton and Darlington Railway) has been re-erected outside the museum near the main entrance.

The display on the ground floor of the hall is completed by a fascinating and unusual collection of clocks, ticket machines, station nameplates and railway notices.

The Special Exhibition Gallery is, as its name suggests, an area for specialised

exhibitions, which are changed every few months.

The Balcony runs the full length of the main hall and, as well as giving a special bird's-eye view of the exhibits below, features British railway history. This collection of smaller exhibits includes letters from early railway engineers, some of their equipment, early railway company seals, locomotive models, timetables, maps, and much much more. There are further smaller displays, too, devoted to railway uniform buttons, passes, and the background history of railway tickets etc.

The Front Gallery includes a wide variety of railway material, from station stained-glass windows, early uniforms on wax models, silver, glass, chinaware, photographs and paintings. All indicate the use made by railways, especially in the early days, of art and design for their buildings and trains.

The Lecture Theatre/cinema seats up to eighty people, and is equipped with a special demonstration bench where working models can be explained during lectures.

The Library is the last call on our tour, and houses a wide collection of books, records, engineering drawings and photographs that are indispensible both for museum staff and for researchers.

There are plans for further extensions and expansions to the museum's exhibits, to provide a full and balanced history of British railway engineering. Why not go along and see the museum for yourself? It provides a really fascinating look into railways.

London and North Western Railway Royal Saloon for Queen Victoria (1869).
All colour photographs by Jarrold Colour Publications, Norwich.

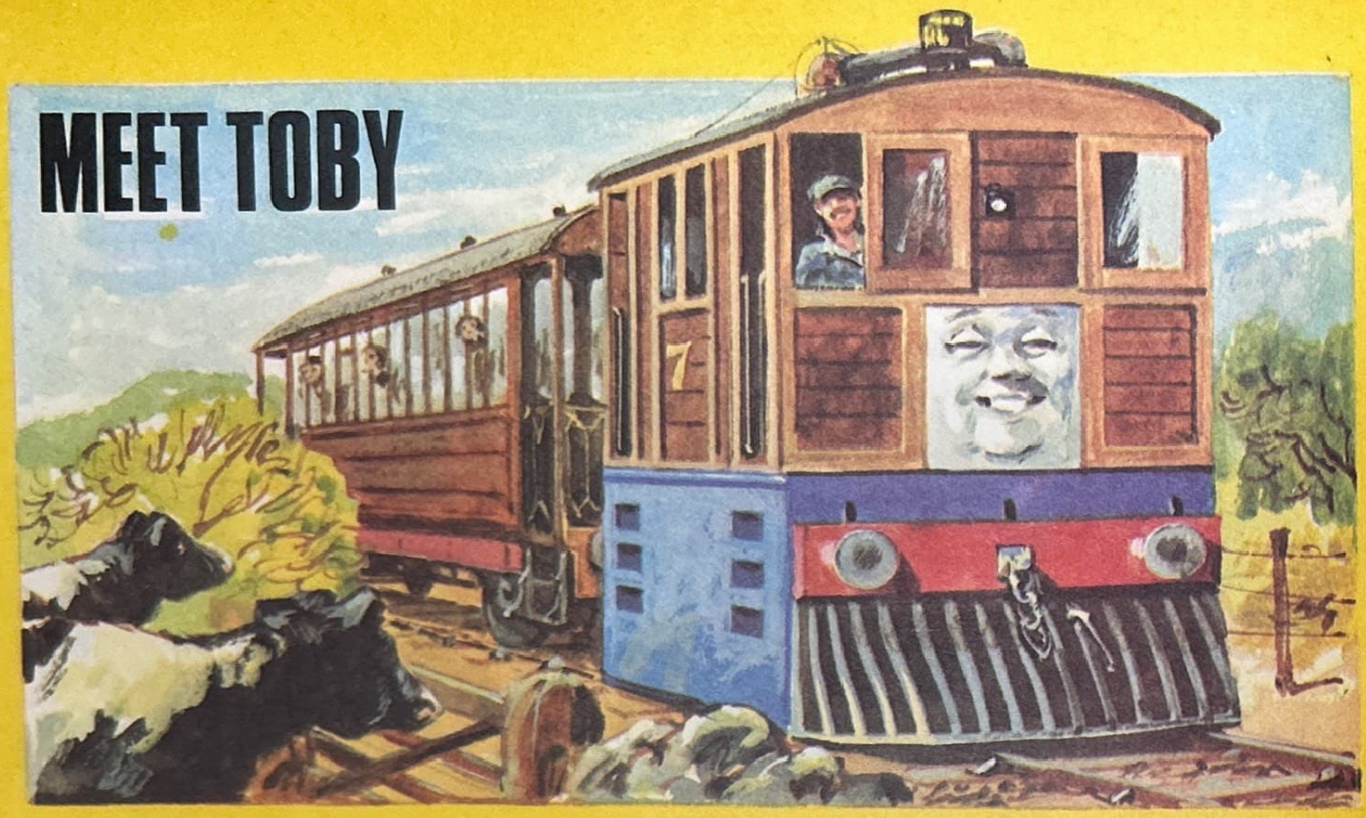
THE FAT CONTROLLER'S QUIZ

Here's a quiz about the engines. See how many of the questions you can answer correctly, then check your answers.

1. What colour is Stepney?
2. What is Diesel 199's nickname?
3. What kind of engine is Toby?
4. Which engine is named after a common pond bird?
5. Which engine was named after a mountain on the island of Sodor?
6. Who is the Red engine?
7. What was Falcon's name changed to?
8. There was a diesel who growled. What nickname did the others give him?
9. Who is the Bluebell engine?
10. Which engine has a 'pull and push' coach called Isabel?

1. Yellow; 2. 'Old Spamcan'; 3. A tram engine; 4. Duck; 5. Culdee; 6. James; 7. Sir Handel; 8. Bear; 9. Stepney; 10. Oliver.

MEET TOBY

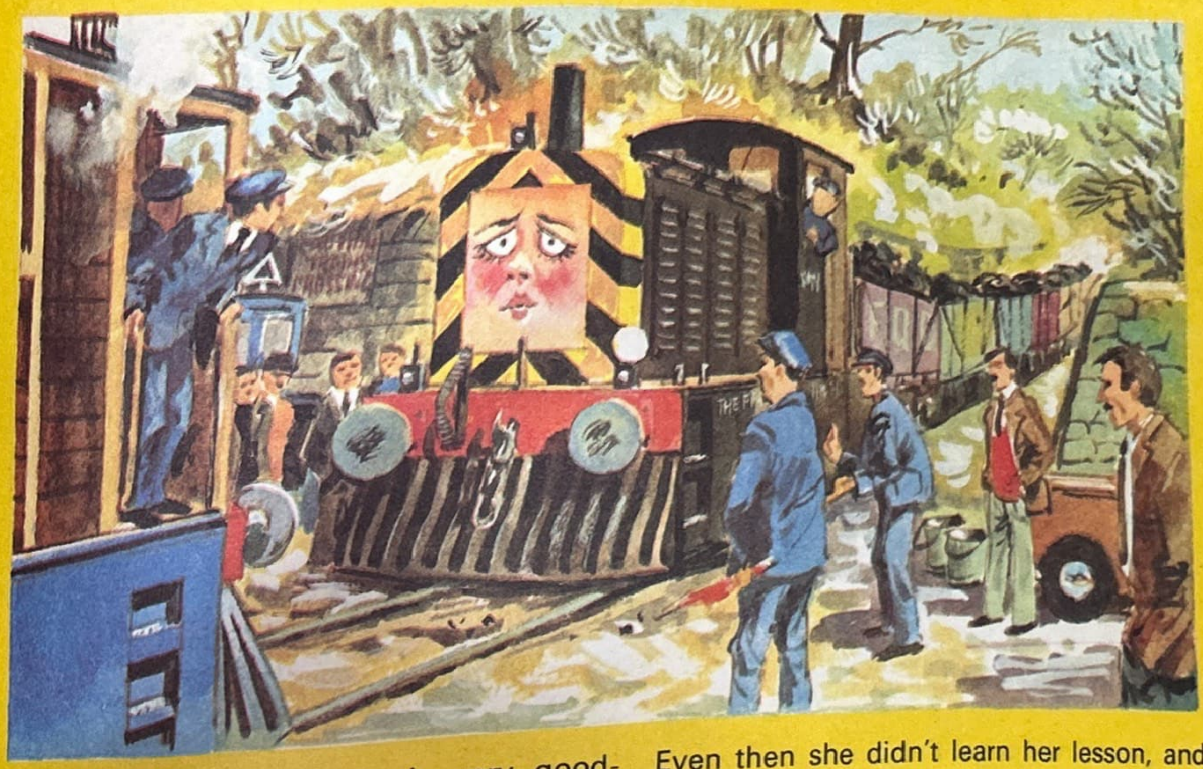


Toby is a tram engine. He used to take trucks from farms and factories to the main line, where the big engines took over.

Toby is a very odd shape for a steam engine, with his cowcatchers in front and behind and his side plates that cover his wheels. The cowcatchers are there because part of Toby's tram line runs through open fields and there is always a danger that a cow could stray onto the line.

Toby is a cheerful engine and he works very hard. Before he came to Thomas's Branch Line, he and his coach, Henrietta, were out of work because their line had been closed. The Fat Controller heard of this and asked them to come and help Thomas. Now they take the workmen to and from the Ffarquhar Quarry and pull trucks full of stone to the main line.

At first, Toby and Henrietta looked very scruffy and dirty, and a smart engine called James was very rude. But they had the last laugh when James ran into two tar wagons and was covered with tar! After that the Fat Controller had Henrietta painted brown like Thomas's carriages, and Toby was painted a smart blue, brown and red.



Most of the time Toby is very good-tempered, and gets on well with the other engines. But there was one engine who gave him a lot of trouble. Her name was Mavis.

Mavis was a silly young diesel engine who thought that Toby was an old fusspot. She tried to prove to Toby that she knew better than he did, but ended up in such a mess that he had to come and rescue her.

Even then she didn't learn her lesson, and it was partly her fault that Toby got out of control and only just stopped in time when the bridge over a swirling river collapsed.

Mavis had to come and pull Toby away from the gaping chasm, and she felt so guilty that from then on she always listened to the little tram engine. She and Toby are now firm friends.

The Talyllyn Railway

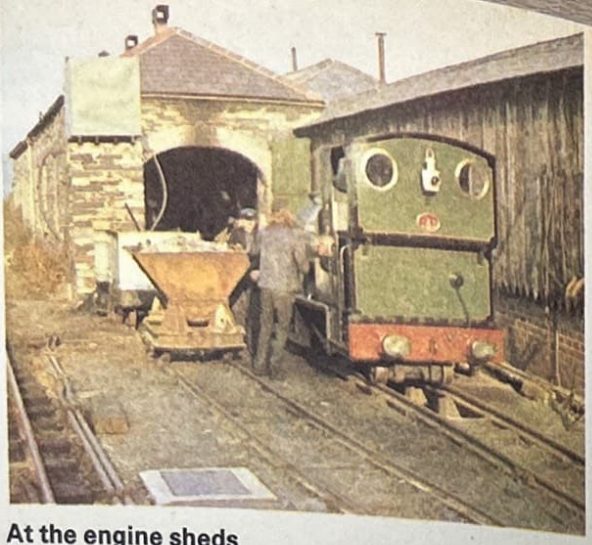
Have you read the Rev. W. Awdry's story about *Skarloey*, one of the 'Little Old Engines'? *Skarloey* is not real, but there is a real engine just like him. His name is *Talyllyn*, and he is more than one hundred years old. He can be found at Tywyn, in Wales, on the Talyllyn Railway. Another engine at Talyllyn, *Dolgoch*, is just like *Rheneas*, another of the Rev. W. Awdry's 'very old engines'; he was built in 1866.

The Talyllyn Railway was opened in 1865 to serve the nearby slate quarries, and ran from the coastal town of Tywyn through the Merioneth countryside to the quarries at Bryn Eglwys. The slate was transferred at Tywyn to the mainline railway for further distribution.

The railway was $6\frac{3}{4}$ miles long, 2 ft 3 in gauge, single line, and a passenger service began in 1866. Eleven years later, in 1877, a total of 23,269 passengers were carried, though most of these were quarrymen going to and from work.

But after some years the demand for slate decreased, and the quarry closed in 1946. The railway struggled on till 1949, serving local people through the year, and holiday-makers in the summer months. Even so, the line carried only 6,000 passengers in 1949.

Tywyn Wharf station



At the engine sheds

By 1950, when Sir Henry Haydn Jones, the owner, died, the railway was in a sorry condition, with only one engine fit for use. The future looked black for the Talyllyn until a group of local enthusiasts, led by Mr. L. T. C. Rolt, stepped in. Forming themselves into the Talyllyn Railway Preservation Society, they were allowed, by the owner's widow, to take over the railway for a trial period.

The society, the first of its kind in the world, undertook to re-open the whole line, and to run it on a non-profit-making basis, providing trips for tourists and railway enthusiasts.

After many weeks and months of hard work and effort by volunteers in the society, the line was restored and improved, and soon became a working railway again. It was the first railway in the country to be saved by enthusiastic amateurs, and showed the way for many other preservation societies who have followed suit, saving lines that would otherwise have disappeared entirely.

Taking water at Dolgoch Falls station

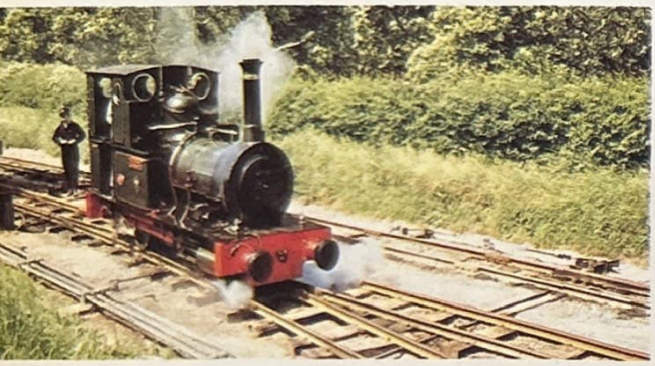
Sir Haydn at Dolgoch

The line starts at Tywyn Wharf station, and travels on through very impressive countryside for $6\frac{1}{2}$ miles until it reaches Abergynolwyn. A further section of nearly a mile to Nant Gwernol was opened in May 1976. This part of the line had never carried passengers before.

And where is Talyllyn? It is a hamlet on the shores of the Talyllyn Lake some $2\frac{1}{2}$ miles beyond the terminus. Why the railway was named after it, no one knows. . . .

The line is now prospering, thanks to the society's efforts. There are workshops, carriage and engine sheds where maintenance work is carried out, and there are plenty of facilities for the thousands of visitors who ride on the line every year. One of the most interesting features at Tywyn is the society's Narrow Gauge Railway Museum, with exhibits that include slate quarry engines from Wales, an engine from the Guinness brewery in Dublin, a gasworks engine from Scotland, as well as nameplates, signals and other railway relics.

Sir Haydn



Dolgoch

Edward Thomas

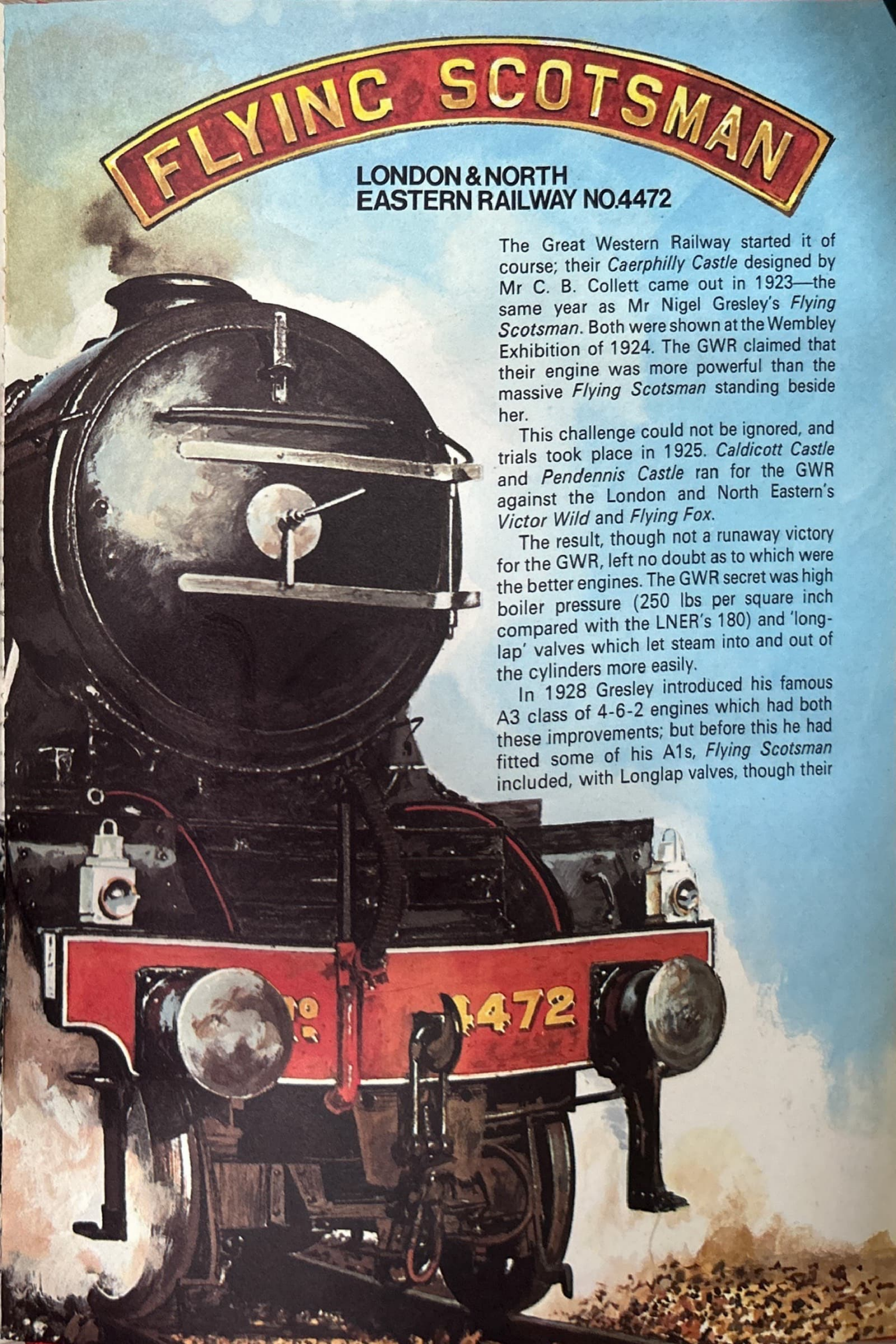
Douglas

Talyllyn is the home of some fascinating little engines: *Talyllyn*, the engine just like *Skarloey*, is a steam locomotive built by Fletcher Jennings, of Whitehaven in 1864 and delivered new to the railway with which he shares his name. He has spent all his working life here.

Rheneas is just like *Dolgoch*, an engine who was delivered new to Talyllyn in 1866. Like *Talyllyn*, he was built by Fletcher Jennings.

Edward Thomas was bought by the Talyllyn Railway in 1951, when he was named for the first time. He was built by Kerr Stuart of Stoke-on-Trent in 1921 for the Corris Railway.

Douglas was given to the society in 1953. He was built in 1918 by A. Barclay of Kilmarnock for Airservice Constructional Corps.



LONDON & NORTH EASTERN RAILWAY NO.4472

The Great Western Railway started it of course; their *Caerphilly Castle* designed by Mr C. B. Collett came out in 1923—the same year as Mr Nigel Gresley's *Flying Scotsman*. Both were shown at the Wembley Exhibition of 1924. The GWR claimed that their engine was more powerful than the massive *Flying Scotsman* standing beside her.

This challenge could not be ignored, and trials took place in 1925. *Caldicott Castle* and *Pendennis Castle* ran for the GWR against the London and North Eastern's *Victor Wild* and *Flying Fox*.

The result, though not a runaway victory for the GWR, left no doubt as to which were the better engines. The GWR secret was high boiler pressure (250 lbs per square inch compared with the LNER's 180) and 'long-lap' valves which let steam into and out of the cylinders more easily.

In 1928 Gresley introduced his famous A3 class of 4-6-2 engines which had both these improvements; but before this he had fitted some of his A1s, *Flying Scotsman* included, with Longlap valves, though their

boiler pressure was unaltered. With these engines and Gresley's famous corridor tenders, the LNER was running non-stop to Edinburgh (392 miles) in 1928, thus handsomely beating the GWR whose 226 miles non-stop from Paddington to Plymouth had been, since 1904, the longest non-stop run in the world. All the same the passengers in the *Flying Scotsman* train gained no real advantage for the express ambled along at a mere 48 miles per hour. Nowhere in Britain, except on the GWR, were there trains with speeds higher than those shown in timetables previous to the First World War.

The 1930s were a time of slump. Trade was bad and railways and other industries had little money to spend. Only the GWR, irrepressible as ever, had the courage to attract business by doing something out of the ordinary. They raised the booked average speed of their *Cheltenham Spa* express to 69 mph, re-named it *The Cheltenham Flyer* and encouraged their drivers to 'have a go'. The result was that speeds of between 80 and 90 mph became quite usual on this train, and people started using it just for the experience.

Gresley was not impressed by GWR 'antics' as he called them! Swindon to Paddington was only 77 miles and mostly downhill anyway! Any well-maintained locomotive could run fast on such a road. He wanted something better—a non-stop train from Kings Cross to Newcastle for instance (268 miles in 4 hours)—that, he felt, would put the GWR in the shade. He might even capture *City of Truro*'s speed record of 100 mph, held unbroken by the GWR for 29 years.

But regular high-speed trains cannot be put on in a moment. They raise problems of track maintenance, signalling and brake-power. They also need skilled drivers and first-class locomotives. So in 1934 Gresley began to experiment. First came a trip to Leeds and back behind *Flying Scotsman* driven by that expert W. Sparshatt. They made an amazing trip during which *Flying Scotsman* covered no less than 250 miles at an average speed of 80 mph. Leeds (185.8 miles) was reached in 151 minutes 56 seconds with a load of 147 tons. This was increased to 205 tons for the return journey which took 5 minutes longer, but had plenty of high spots. The most thrilling of all came when between Little Bytham and Essendine 100 mph was reached and held for a short distance. Gresley and his Directors were delighted. The whole round trip of 371 miles had been covered in 5 hours 9 minutes. On this showing an allowance of 4 hours for the 268 miles to Newcastle was ample. Soon afterwards, in 1935, they decided to start work on the streamlined trains for the Newcastle service.

Flying Scotsman, then, is one of the most celebrated locomotives in the world. She was the first to reach an *officially recorded* speed of 100 mph.

Withdrawn in 1963, she was bought and restored by Mr Alan Pegler, and used to haul steam specials. In 1969 he took her to Canada and the United States as part of a Trade Mission. She aroused great interest wherever she went; but Mr Pegler's backers left him in the lurch. He was forced into bankruptcy, and had to leave her behind. In 1973 she was rescued by Mr William McAlpine, and she is often to be seen on Steam Specials on routes approved by BR. She took part in the Rail 150 Cavalcade at Shildon in 1975, and at the time of writing she is housed at Steamtown, Carnforth, where she is cared for and maintained in first-class condition.

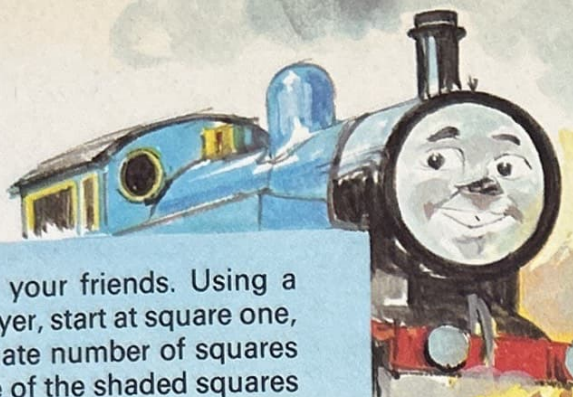
A RIDDLE-MEE-REE ENGINE

Take a letter from Controllers, both Fat and Thin,
Add one from Sir Handel, you've all heard of him.
Take one from Gordon, an engine so big,
Then add one more from James, who is rather a prig!
A letter add from Annie or from Clarabel too,
A letter too from Douglas who was painted blue.
Take one from twins, there's two sets, each a hundred years old,
And a letter from Henry who is daring and bold,
Now take one from Diesel, so naughty was he,
And another from trouble, which he caused, you see.
Then take one letter from races which engines may run,
And one from Nancy who cleans when day is done.
Take a letter from Duck who does things Great Western Way,
And one from Edward, a small engine, so folks say.
Take a letter from Stepney, the 'Bluebell' engine is his name,
And another from Agnes, or from wagon, the same.
Add a letter from Jinty, on the other Railway line,
And one from Rheneas who is still doing fine.
Take the last from Skarloey or from Peter Sam,
And now, engine lovers, tell *me* who I am!

ANSWER:

Thomas the Tank Engine

IN THE SIDINGS



Play this railway game with some of your friends. Using a different-coloured counter for each player, start at square one, and throw a dice, moving the appropriate number of squares along the track. When you land on one of the shaded squares that leads into a siding, obey the instructions there. The first player to reach the engine shed is the winner—and you must shake exactly the right number to finish.

START 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

SIDING ONE – MISS A GO

SIDING TWO – MISS TWO GOES

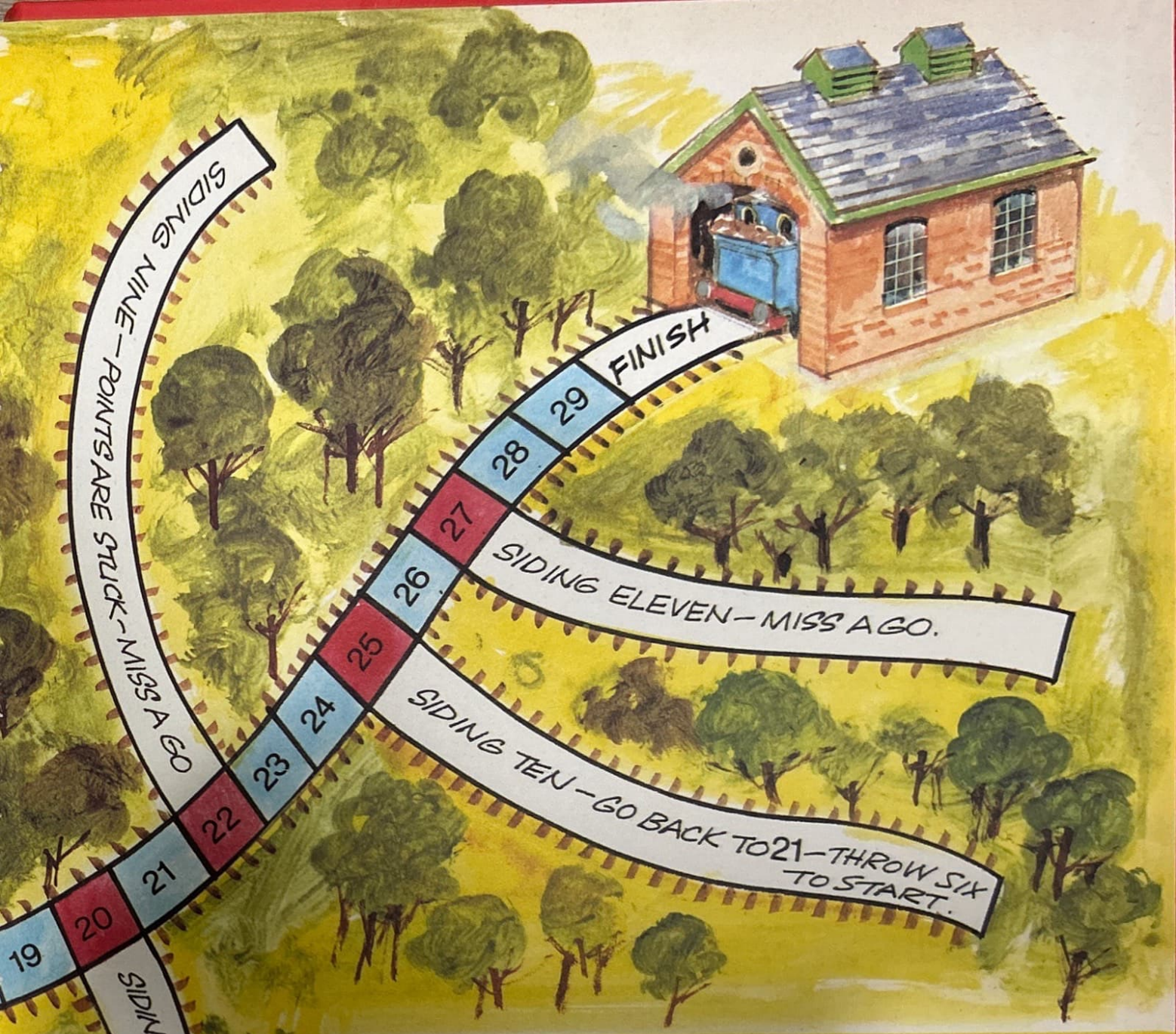
SIDING THREE – MISS A GO

SIDING FOUR – GO BACK TO 7

SIDING FIVE – LONG DELAY – MISS TWO GOES

SIDING SIX – MORE DELAYS – MISS A GO – AND THROW SIX TO START

SIDING SEVEN – GO BACK TO 13



The delightful adventures of Thomas the Tank Engine and his friends have been entertaining succeeding generations of children for over thirty years. There are many books of their adventures. Have you read them all?

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THOMAS THE TANK engine

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